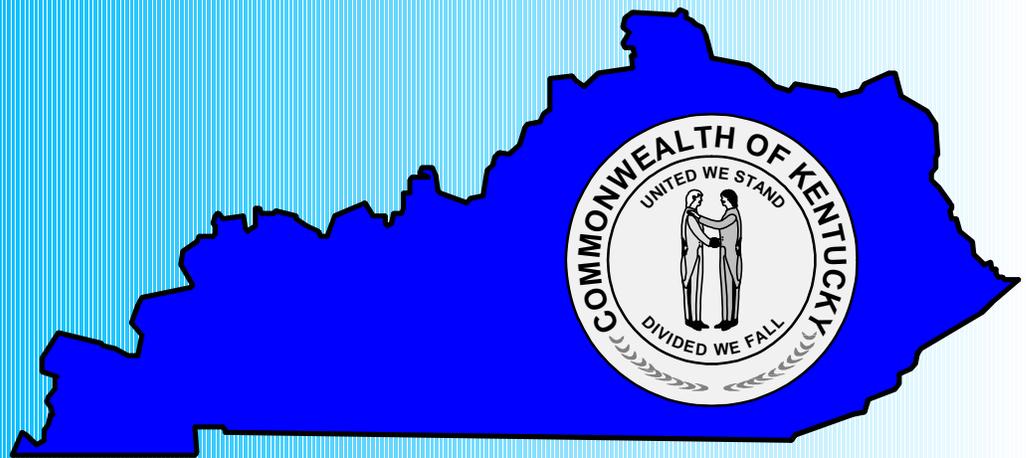


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***TRAFFIC  
ACCIDENT  
FACTS***



**1997  
REPORT**



COMMONWEALTH OF KENTUCKY  
OFFICE OF THE GOVERNOR

PAUL E. PATTON  
GOVERNOR

700 CAPITOL AVENUE  
SUITE 100  
FRANKFORT, KY 40601  
(502) 564-2611  
FAX: (502) 564-2517

My Fellow Kentuckians:

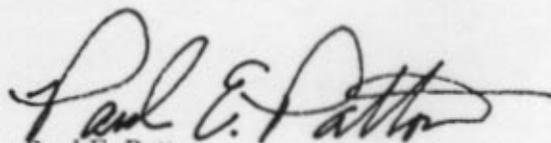
This 1997 KENTUCKY TRAFFIC ACCIDENT FACTS report provides us with valuable statistics concerning traffic accidents on the roadways of our Commonwealth. These figures should also remind us that motor vehicle travel, although required by most to provide our very livelihood, many times results in injury and even death.

Although the total number of traffic accidents decreased slightly in 1997, *I am saddened to report that the number of fatalities increased by 2% and the number of injuries increased by 1%.* The **56,342 people who suffered some type of injury** and the **865 people who lost their lives on Kentucky highways represent far too great a portion of our most valuable asset - our citizens.**



Injury and death on our highways can be dramatically reduced if everyone will **be alert, observe speed limits, never drink and drive, and always buckle-up.** By following these few, common-sense rules, we can make our roadways safer for all Kentuckians.

Sincerely,

  
Paul E. Patton



AN EQUAL OPPORTUNITY EMPLOYER M/F/D



COMMONWEALTH OF KENTUCKY  
**KENTUCKY STATE POLICE**  
919 VERSAILLES ROAD  
FRANKFORT 40601

PAUL E. PATTON  
GOVERNOR

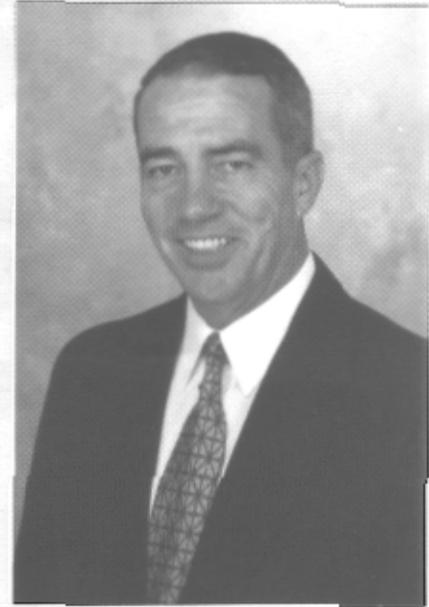
GARY W. ROSE  
COMMISSIONER

The Honorable Paul E. Patton  
Governor of Kentucky  
The Capitol  
Frankfort, Kentucky 40601

Dear Governor Patton:

The Kentucky Revised Statutes, Chapter 189.635, require that Kentucky State Police collect and tabulate traffic accident reports submitted by all law enforcement agencies in the Commonwealth.

It is my great pleasure to present, pursuant to the above referenced statute, this 1997 TRAFFIC ACCIDENT FACTS report. Statistical information, based on comprehensive evaluation and analyses of fatal, injury, and property damage accidents, is provided in this report.



Kentucky State Police would like to take this opportunity to express our gratitude to the Kentucky Transportation Center, College of Engineering, University of Kentucky, for compiling and printing our 1997 traffic accident statistics. For the fourth consecutive year, this mutually beneficial joint-effort has produced a report which we feel more accurately reflects traffic accident data, while offering a broader analytical approach to many areas of special interest.

We sincerely hope that the information contained herein is beneficial to law enforcement agencies, national, state and local organizations, as well as citizens concerned with highway safety across "Our Great State".

Respectfully submitted,

Gary W. Rose  
Commissioner



# **DEDICATION**

**This 1997 Accident Facts Report**

**is appropriately**

**dedicated**

**to**

**THE EIGHT HUNDRED SIXTY-FIVE CITIZENS**

**Who were victims of Fatal Traffic Accidents**

**During 1997**

**AND TO**

**THEIR FAMILIES**

**All citizens of the Commonwealth of Kentucky  
share the sorrow brought about by senseless  
tragedies on our streets and highways.**

# **KENTUCKY**

## **TRAFFIC ACCIDENT FACTS**

### **1997**

Prepared by:

**Kentucky Transportation Center  
College of Engineering  
University of Kentucky  
Lexington, Kentucky 40506-0281**

In Cooperation with:

**Kentucky State Police  
Commonwealth of Kentucky**

Please Direct Inquires to:

**Records Section  
Information Services Branch  
Kentucky State Police  
1250 Louisville Road  
Frankfort, Kentucky 40601**

**(502) 227-8700 ext. 8259**

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# INTRODUCTION

KENTUCKY'S TRAFFIC ACCIDENT FACTS report for 1997 is based on accident reports submitted to the Accident Unit housed in the Kentucky State Police Information Services Branch, Records Section. As required by Kentucky Revised statutes 189.635, "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made...shall file a report of the accident...within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic accidents for such purposes as will improve the traffic safety program in the Commonwealth." Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each accident, entering the information on Kentucky's UNIFORM POLICE TRAFFIC ACCIDENT REPORT form. Upon receipt of each report, the Accident Unit carefully screens the reports for accuracy and reasonableness before coding each item. The reports are then forwarded to Data Entry. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated. It is hoped that the detailed information presented in the 1997 Kentucky Traffic Accident Facts report will, in fact, "improve the traffic safety program within the Commonwealth."

**Definitions and Terms:** the National MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS is used to ensure uniformity and compliance with federal requirements. Standard definitions and terms used in this booklet include the following:

**Motor Vehicle Traffic Accident:** any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

**Accident:** an unintended event that produces death, injury or damage. The word "injury" includes "fatal injury."

**Trafficway:** the entire width between property lines or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as matter of right or custom.

**Fatal Accident:** is any motor vehicle accident that results in fatal injuries to one or more persons

**Fatality:** a person or persons killed in a fatal accident (also referred to as "persons killed").

**Nonfatal Injury Accident:** (also referred to as Personal Injury Accident) any motor vehicle accident that results in injury, other than fatal, to one or more persons.

**Injured:** a person or person injured in a accident (also referred to as "persons injured").

**Property Damage Accident:** any motor vehicle accident in which there is no injury to any person, but only damage to a motor vehicle or other property, including injury to domestic animals.

**Alcohol-Related Accident:** any accident in which an operator was observed to have been drinking by the officer investigating the accident.

**NOTE:** KRS 189.635 requires "any person operating a vehicle...who is involved in an accident resulting in any property damage exceeding \$500 in which an investigation is not conducted by a law enforcement officer shall file a written report of the accident with the state police within ten(10) days of occurrence of the accident..." Such reports are not included in the overall data presented in this report.

**NOTE:** Summary data on fatal accidents are included throughout this report. Additional data on fatal accidents can be found in the section titled "Kentucky's Fatality Analysis Reporting System (FARS)", pages 40-44.

**NOTE:** Prior to 1985, Kentucky utilized a ninety day cut-off for deaths resulting from fatal accidents. As of 1986, persons who died as a result of injuries sustained in a motor vehicle accident are counted as fatalities only if death occurred within thirty days from the date of the accident. This change from ninety to thirty days was made to be consistent with guidelines of the National Highway Traffic Safety Administration.

**NOTE:** Beginning with the 1994 KENTUCKY TRAFFIC ACCIDENT FACTS report, some statistics were tabulated under modified formats. This process created a variance from the 1993 accident figures and the accident figures listed in the actual 1993 KENTUCKY TRAFFIC ACCIDENT FACTS booklet. However, the 1994 - 1997 data was compiled using the same format and are therefore comparable for statistical studies.



# ACCIDENT SUMMARY

# 1997 ACCIDENT SUMMARY

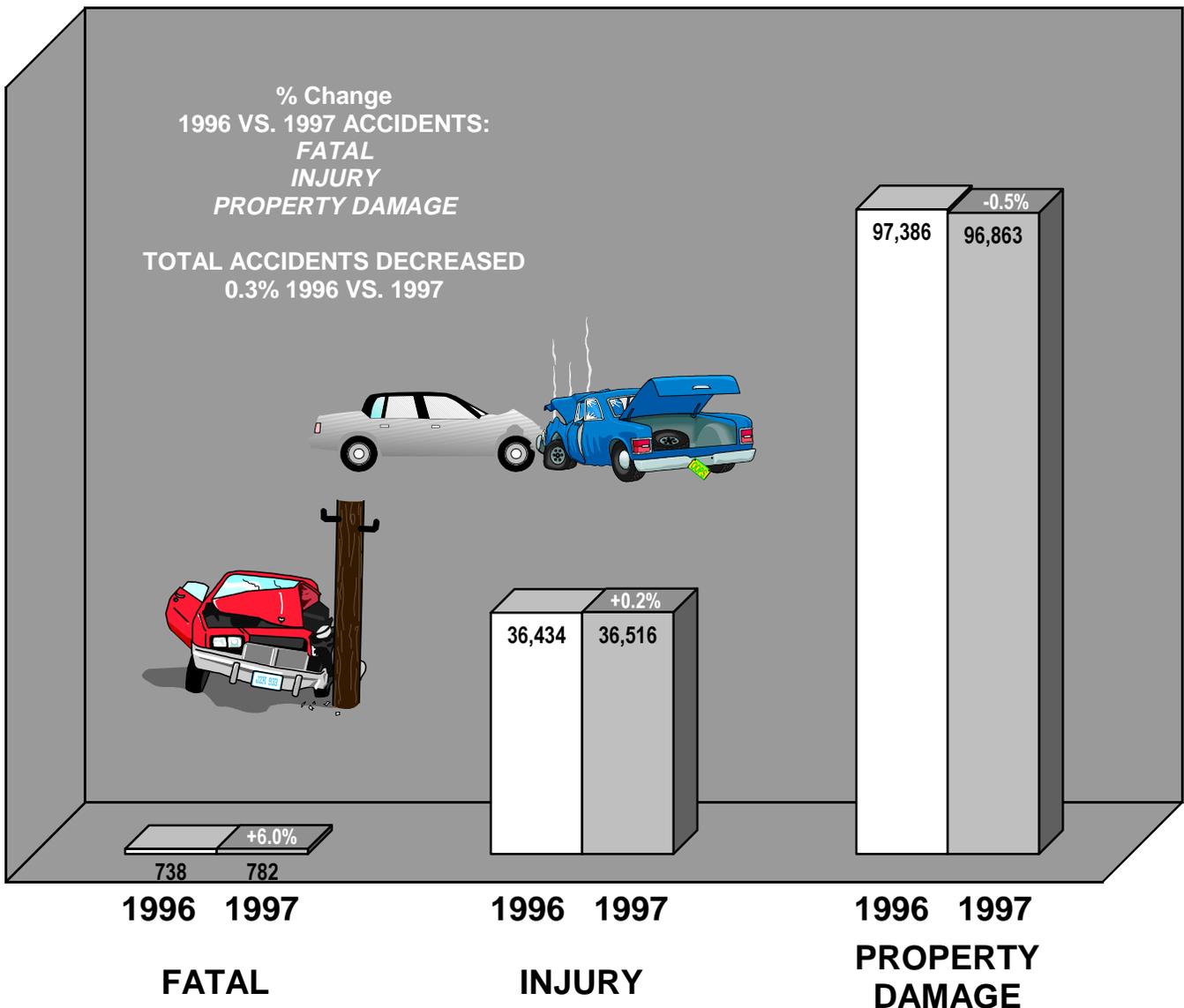
TYPE ACCIDENT REPORTED	1996	1997	PERCENT CHANGE
FATAL	738	782	+6.0%
NONFATAL INJURY	36,434	36,516	+0.2%
PROPERTY DAMAGE ONLY	97,386	96,863	-0.5%
<b>TOTAL NUMBER REPORTED</b>	<b>134,558</b>	<b>134,161</b>	<b>-0.3%</b>

782 fatal accidents were reported during 1997, an increase of 6.0% over 1996

There were 82 more nonfatal injury accidents, an increase of 0.2%.

Property damage accidents showed a decrease of 0.5% with 523 fewer accidents reported.

Beginning in 1994, parking lot accidents were no longer included in this report.



# DEATH AND INJURY SUMMARY

	1996	1997	% CHANGE
<b>PERSONS KILLED</b>	846	865	+2.2%
<b>PERSONS INJURED</b>	55,909	56,342	+0.8%

**FACTS: APPROXIMATELY ONE OF EVERY 4,900 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC ACCIDENT DURING 1997 IN KENTUCKY. ABOUT ONE IN 75 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC ACCIDENT IN KENTUCKY. \***

**ONE OF EVERY 13 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC ACCIDENT IN KENTUCKY. ONE OF 2,400 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL ACCIDENT.\*\***

\* Based on 3,908,124 population estimate for 1997.

\*\* Based on 2,574,662 licensed drivers currently registered in Kentucky (not including learner permits).

865 persons were killed during 1997. The number of traffic fatalities increased 2.2%, with 19 more fatalities than during 1996.

56,342 persons were injured during 1997, an increase of 0.8% over 1996, or 433 more persons injured.

The chart at the right compares Death Rates for Kentucky vs. U.S. death rates computed by the National Safety Council.

The bottom chart plots persons injured by severity of injury. An incapacitating injury includes those injuries that required transport to a hospital.

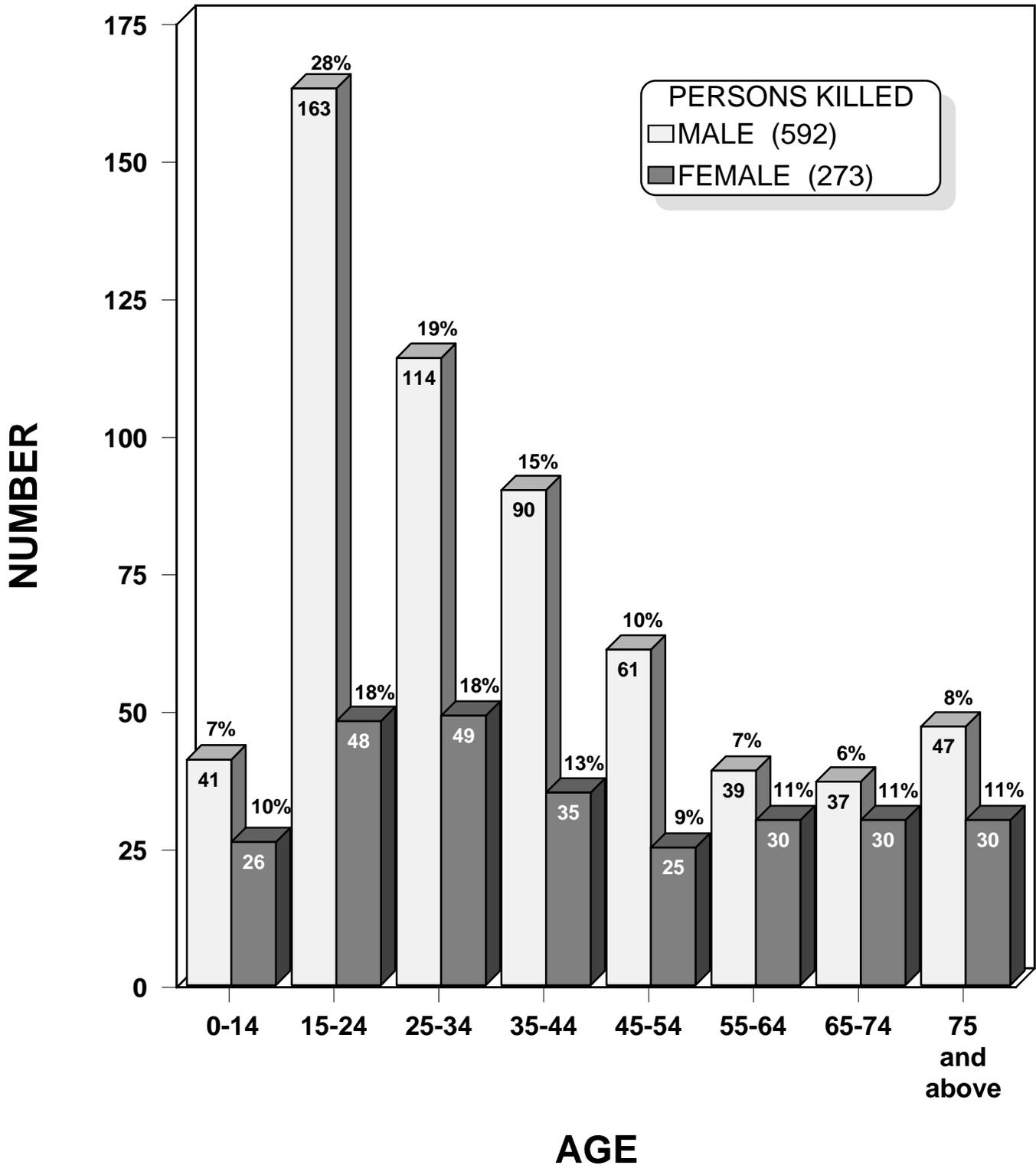
<b>DEATH RATES</b> (deaths per 100 million miles traveled.*)			
<b>YEAR</b>	<b>KILLED</b>	<b>RATE</b>	
		<b>KY</b>	<b>U.S.</b>
1982	836	3.3	3.0
1983	790	2.9	2.7
1984	767	2.7	2.7
1985	730	2.6	2.8
1986	808	2.8	2.6
1987	849	2.8	2.6
1988	840	2.7	2.5
1989	776	2.4	2.3
1990	851	2.5	2.2
1991	828	2.4	2.0
1992	819	2.2	1.8
1993	875	2.2	1.8
1994	791	2.0	1.8
1995	856	2.1	1.8
1996	846	2.0	1.8
1997	865	1.9	1.7

<b>TYPE INJURY</b>	<b>NUMBER</b>	<b>%</b>
<b>INCAPACITATING INJURY</b>	8,645	15.3%
<b>NON-INCAPACITATING INJURY</b>	20,558	36.5%
<b>POSSIBLE INJURY</b>	27,139	48.2%
<b>TOTAL</b>	56,342	100%

\*1997 miles traveled in Kentucky = 45 billion

# FATALITIES BY AGE AND SEX

The number of persons killed in 1997 fatal accidents is shown by age and sex in the chart below. There were 592 males versus 273 females killed. Twenty-four (24) percent of all persons killed in traffic accidents were in the 15- to 24-year old age group. Sixty-five of all persons killed were pedestrians, 10 were pedalcyclists. The percentages represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).



# SEVERITY OF INJURY BY TYPE OF ACCIDENT

The chart below depicts the number of persons killed and injured, by severity of injury, with 12 categories of accidents. As shown in the percentage column, collisions with moving motor vehicles (69%) and collisions with fixed objects (20%) account for 89% of the fatalities and injuries during 1997.

TYPE OF ACCIDENT	TYPE OF INJURY						% OF TOTAL OCCUPANTS KILLED OR INJURED
	TOTAL ACCIDENTS	FATAL ACCIDENTS	KILLED	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	
NON COLLISION OVERTURNED	1,363	37	38	248	533	381	2.1%
OTHER NON COLLISION	3,752	48	51	297	736	715	3.1%
COLLISION WITH PEDESTRIAN	1,190	62	65	368	442	341	2.1%
COLLISION WITH MOVING VEHICLE	91,568	331	385	5,289	13,112	20,641	68.9%
COLLISION WITH PARKED VEHICLE	8,797	5	6	130	378	340	1.5%
COLLISION WITH TRAIN	57	4	6	11	11	4	0.1%
COLLISION WITH PEDALCYCLIST	622	10	10	80	247	199	0.9%
COLLISION WITH DEER	3,994	1	1	18	116	150	0.5%
COLLISION WITH OTHER ANIMAL	675	1	1	30	64	62	0.3%
COLLISION WITH FIXED OBJECT	21,208	281	300	2,144	4,849	4,206	20.1%
COLLISION WITH OTHER OBJECT	935	2	2	30	70	100	0.4%
<b>TOTALS</b>	<b>134,161</b>	<b>782</b>	<b>865</b>	<b>8,645</b>	<b>20,558</b>	<b>27,139</b>	<b>100%</b>

# OCCURRENCE OF ACCIDENTS BY TYPE

Sixty-eight (68) percent of all accidents reported during 1997 involved collisions between two or more moving vehicles (not in a parking lot).

Sixteen (16) percent of all accidents involved collisions with fixed objects.

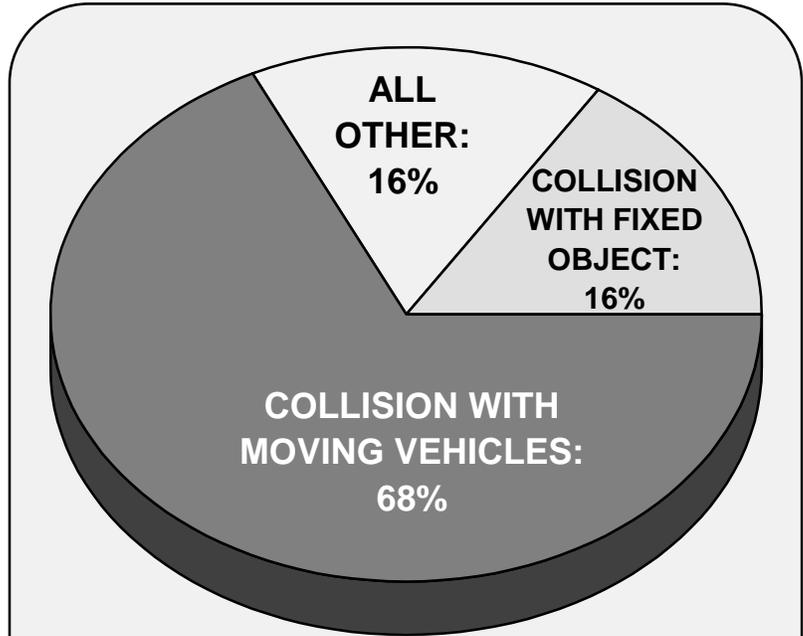
Sixteen (16) percent of all accidents did not involve a collision with either a moving vehicle or a fixed object. About 12% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collision accidents (vehicle overturning and other non-collision).

When looking at fatal accidents, the ratio among types of occurrences is different. Forty-two (42) percent of all fatal accidents involved a collision with another moving vehicle.

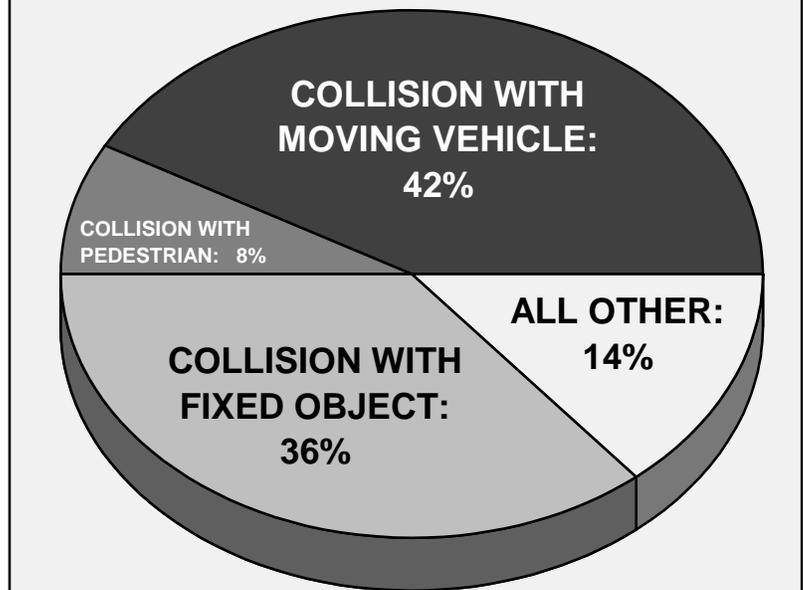
Thirty-six (36) percent of the fatal accidents reported during 1997 involved collisions with fixed objects.

Collisions with pedestrians accounted for 8% of the 1997 fatal accidents. Fourteen (14) percent of the fatal accidents were other type accidents. Most of these (11%) were non-collision (vehicle overturning or other non-collision).

Specific types of collisions and the percentage of total accidents and fatalities in each type of collision category are shown on the following page.



## ALL ACCIDENTS



## FATAL ACCIDENTS

# TYPES OF ACCIDENTS

Collisions with other moving motor vehicles were responsible for 68% of all accidents reported during 1997, and accounted for 45% of all fatalities (persons killed). Collisions with fixed objects accounted for 16% of all accidents, but 35% of fatalities. Types of collisions are depicted below.



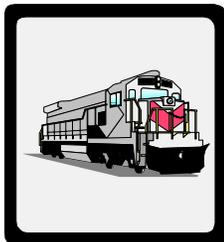
## COLLISION WITH PEDESTRIAN:

Total Accidents: 1,190  
 % of Total Accidents: 0.89%  
 Persons Killed: 65  
 % of Total Fatalities: 7.51%  
 No. of Fatal Accidents: 62  
 % of All Fatal Accidents: 7.93%



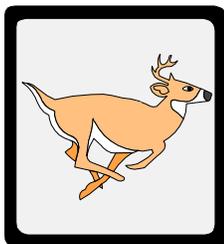
## COLLISION WITH PEDALCYCLIST:

Total Accidents: 622  
 % of Total Accidents: 0.46%  
 Persons Killed: 10  
 % of Total Fatalities: 1.16%  
 No. of Fatal Accidents: 10  
 % of All Fatal Accidents: 1.28%



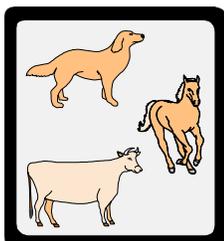
## COLLISION WITH RAILWAY TRAIN:

Total Accidents: 57  
 % of Total Accidents: 0.04%  
 Persons Killed: 6  
 % of Total Fatalities: 0.69%  
 No. of Fatal Accidents: 4  
 % of All Fatal Accidents: 0.51%



## COLLISION WITH DEER:

Total Accidents: 3,994  
 % of Total Accidents: 2.98%  
 Persons Killed: 1  
 % of Total Fatalities: 0.12%  
 No. of Fatal Accidents: 1  
 % of All Fatal Accidents: 0.13%

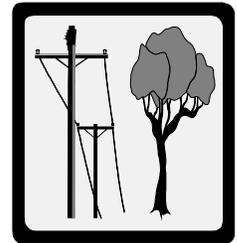


## COLLISION WITH ANIMALS (excluding deer):

Total Accidents: 675  
 % of Total Accidents: 0.50%  
 Persons Killed: 1  
 % of Total Fatalities: 0.12%  
 No. of Fatal Accidents: 1  
 % of All Fatal Accidents: 0.13%

## COLLISION WITH FIXED OBJECT:

Total Accidents: 21,208  
 % of Total Accidents: 15.81%  
 Persons Killed: 300  
 % of Total Fatalities: 34.68%  
 No. of Fatal Accidents: 281  
 % of All Fatal Accidents: 35.93%



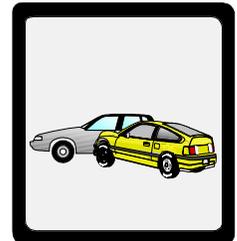
## COLLISION WITH MOVING MOTOR VEHICLE:

Total Accidents: 91,568  
 % of Total Accidents: 68.25%  
 Persons Killed: 385  
 % of Total Fatalities: 44.51%  
 No. of Fatal Accidents: 331  
 % of All Fatal Accidents: 42.33%



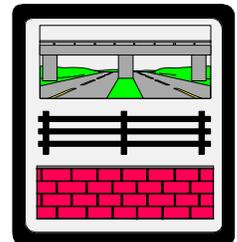
## PARKED VEHICLE ACCIDENTS:

Total Accidents: 8,797  
 % of Total Accidents: 6.56%  
 Persons Killed: 6  
 % of Total Fatalities: 0.69%  
 No. of Fatal Accidents: 5  
 % of All Fatal Accidents: 0.64%



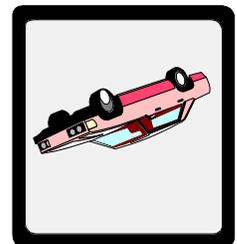
## COLLISION WITH OTHER OBJECT:

Total Accidents: 935  
 % of Total Accidents: 0.70%  
 Persons Killed: 2  
 % of Total Fatalities: 0.23%  
 No. of Fatal Accidents: 2  
 % of All Fatal Accidents: 0.26%



## NON-COLLISION OVERTURNED:

Total Accidents: 1,363  
 % of Total Accidents: 1.02%  
 Persons Killed: 38  
 % of Total Fatalities: 4.39%  
 No. of Fatal Accidents: 37  
 % of All Fatal Accidents: 4.73%



## OTHER NON-COLLISION:

Total Accidents: 3,752  
 % of Total Accidents: 2.80%  
 Persons Killed: 51  
 % of Total Fatalities: 5.90%  
 No. of Fatal Accidents: 48  
 % of All Fatal Accidents: 6.14%



# PEDESTRIAN ACCIDENTS

Sixty-five (65) pedestrians were killed and 1,151 were injured in 1997 traffic accidents. The charts below depict ages of victims of pedestrian accidents and the factors related to the pedestrian vs. the vehicle at the time of the accident. Up to three pedestrian factors can be coded for one accident. Twenty-nine (29) percent of the pedestrians killed or injured were 14 years of age or younger, while 10% were age 65 or older.

PEDESTRIAN FACTOR	TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Actions	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-UP	Not Stated
At Intersection	4	80	1	5	8	11	3	27	19	8	2
Crossing With Signal	2	98	1	2	6	8	7	33	22	19	2
Crossing Against Signal	3	45	1	5	5	11	2	11	9	2	2
Not at Intersection	7	155	5	9	13	12	20	49	30	22	2
Getting On or Off Vehicle	5	25	0	3	4	2	2	11	3	5	0
Emerging From Parked Vehicle	1	22	2	1	3	7	1	5	4	0	0
Walking in Roadway	17	200	1	7	19	32	15	60	42	32	9
Playing in Roadway	0	29	8	11	5	1	0	1	1	0	2
Working in Roadway	2	50	0	0	0	4	5	29	10	1	3
Not in Roadway	6	140	4	12	11	20	14	53	15	14	3
Lying in Roadway	2	5	0	0	0	4	1	1	0	1	0
Darting into Roadway	15	286	32	101	63	40	10	33	13	2	7
Pedestrian Drinking	6	38	0	0	0	3	7	22	10	1	1
Pedestrian Drug Related	1	2	0	0	0	1	1	0	1	0	0
Pedestrian Jogging	0	9	0	0	2	1	2	4	0	0	0
Physical Impairment	2	11	0	0	0	4	2	4	1	2	0
Dark Clothing / Not Visible	5	32	0	0	3	7	0	16	4	7	0
In Crosswalk	0	62	0	1	3	5	8	20	14	11	0
<b>TOTAL*</b>	<b>78</b>	<b>1,289</b>	<b>55</b>	<b>157</b>	<b>145</b>	<b>173</b>	<b>100</b>	<b>379</b>	<b>198</b>	<b>127</b>	<b>33</b>

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
At Intersection	41	17	18	1	5	0	3	7	92
Crossing With Signal	17	31	40	1	2	1	1	9	102
Crossing Against Signal	37	2	4	0	2	1	0	2	48
Not at Intersection	109	3	9	6	2	3	12	21	165
Getting On or Off Vehicle	13	0	1	4	2	0	4	6	30
Emerging From Parked Vehicle	11	0	0	3	0	0	2	7	23
Walking in Roadway	152	9	8	11	1	5	13	16	215
Playing in Roadway	24	1	0	0	1	0	7	0	33
Working in Roadway	28	1	1	5	1	0	5	6	47
Not in Roadway	76	13	11	15	1	2	12	23	153
Lying in Roadway	6	0	0	0	0	0	0	1	7
Darting into Roadway	280	2	4	2	2	4	2	12	308
Pedestrian Drinking	31	0	2	2	1	1	3	2	42
Pedestrian Drug Related	4	0	0	0	0	0	0	0	4
Pedestrian Jogging	6	1	0	0	0	2	0	1	10
Physical Impairment	8	0	3	0	0	0	0	0	11
Dark Clothing / Not Visible	27	0	3	0	0	0	3	2	35
In Crosswalk	23	8	20	0	4	3	0	5	63
<b>TOTAL*</b>	<b>893</b>	<b>88</b>	<b>124</b>	<b>50</b>	<b>24</b>	<b>22</b>	<b>67</b>	<b>120</b>	<b>1,388</b>

\* These totals are higher than the actual number of pedestrians involved because they reflect multiple pedestrian actions.

# HIT-AND-RUN ACCIDENTS

Hit-and-run accidents are those accidents in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 1997, there were 9,796 hit-and-run accidents, of which 14 were fatal accidents and 1,338 were injury accidents. As depicted in the chart below, most of Kentucky's hit-and-run accidents were property damage accidents (86%). Sixteen persons were killed and 1,773 were injured.

TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	PERSONS KILLED	PERSONS INJURED
9,796	14	1,338	8,444	16	1,773

## HIT-AND-RUN VICTIMS

As shown in the chart below, 7 of the 16 persons killed in 1997 hit-and-run accidents were pedestrians and none were a pedalcyclist. One hundred eighty-seven pedestrians and 59 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	7	187
Pedalcyclist	0	59
Other	9	1,527
<b>TOTAL</b>	<b>16</b>	<b>1,773</b>



## LOCATION OF HIT-AND-RUN ACCIDENTS

The location of hit-and-run accidents are shown in the chart below. The largest percentage of hit-and-run accidents (52%) occurred on local streets, followed by 22% on state routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE
INTERSTATE	571	1	91	479
U.S. ROUTE	1,629	4	298	1,327
STATE ROUTE	2,172	6	407	1,759
PARKWAY	29	1	3	25
COUNTY ROADS	336	0	48	288
LOCAL STREETS	5,059	2	491	4,566
<b>TOTAL</b>	<b>9,796</b>	<b>14</b>	<b>1,338</b>	<b>8,444</b>

# TWO-VEHICLE COLLISIONS

84,061 traffic accidents reported during 1997 involved "two-vehicle" collisions. Accidents in parking lots are not included. These collisions represent 63% of all accidents and 36% of all fatal accidents reported.

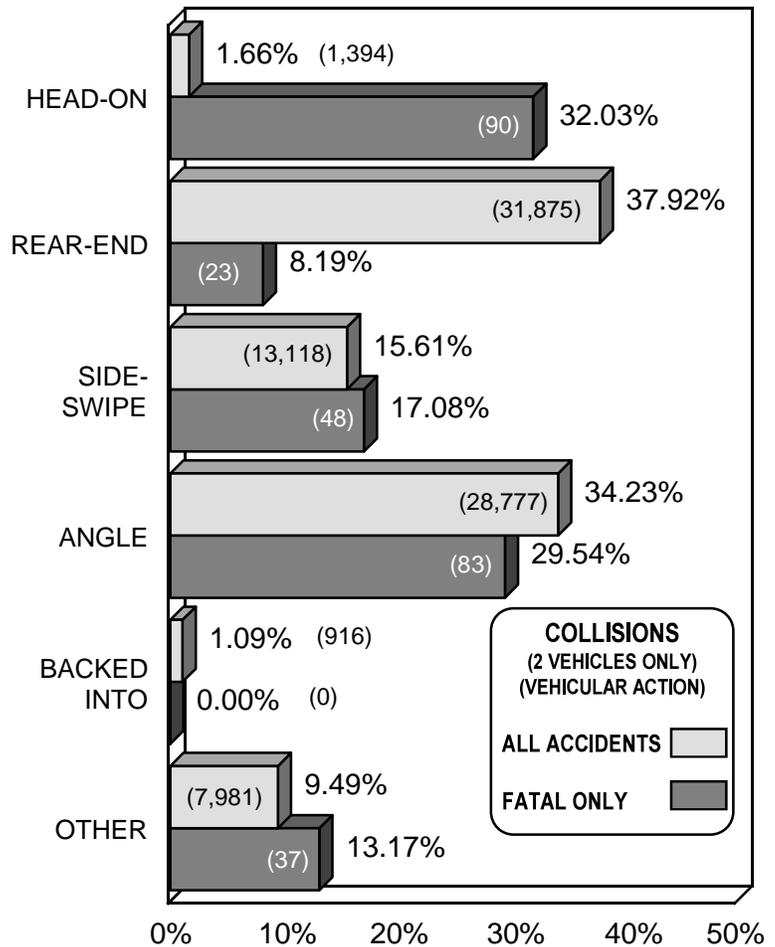
The chart on the right depicts the manner of collision for these crashes, where known. The numbers and percents of each type of accident are shown.

Head-on collisions accounted for only 2% of the total crashes involving two vehicles, but 32% of the fatal accidents.

Rear-end collisions reflect 38% of all two-vehicle collisions, but only 8% of the fatal crashes.

Sideswipe collisions (both meeting and passing) reflect 16% of all crashes and 17% of the fatal crashes.

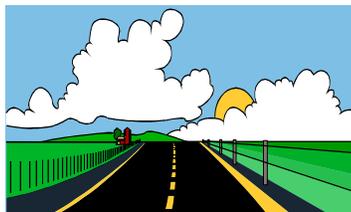
**Vehicular Action**



## ACCIDENT LOCATIONS RURAL VS. URBAN

For the purpose of tabulating accident locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places which do not meet this specification. As shown in the chart below, most accidents (62%) occurred in urban areas. However, the majority of fatal accidents (80%) took place in rural areas of Kentucky during 1997. Although nonfatal injury accidents were divided between urban and rural areas, nearly twice as many property damage accidents were reported in urban areas.

**RURAL VS. URBAN**



AREA	Number of Accidents	% Total	Fatal	% Total	Nonfatal Injury	% Total	Property Damage	% Total	Killed	% Total	Injured	% Total
RURAL	51,001	38%	629	80%	16,968	46%	33,404	34%	698	81%	27,214	48%
URBAN	83,160	62%	153	20%	19,548	54%	63,459	66%	167	19%	29,128	52%
TOTAL	134,161	100%	782	100%	36,516	100%	96,863	100%	865	100%	56,342	100%

# LOCATION OF ACCIDENTS

The chart at right shows the number of accidents during 1997 by type of roadway, with percentages of all accidents.

As shown, relatively few accidents were reported on interstate highways (6%).

Thirty-three (33) percent of all accidents occurred on Kentucky's "State Numbered" roads, with 47% of all fatal accidents reported during 1997 occurring on this type of roadway.

Although 29% of all accidents occurred on city streets, only 8% of the 1997 fatal accidents occurred on city streets.

TYPE OF ROADWAY	Fatal Accidents	Nonfatal Injury	Property Damage	% Total
INTERSTATE	60	2,183	6,412	6%
U.S. ROUTE	207	10,024	24,954	26%
STATE ROUTE	364	14,113	29,747	33%
PARKWAY	27	383	1,036	1%
COUNTY ROAD	61	1,951	4,284	5%
CITY STREET	63	7,862	30,430	29%
<b>TOTAL</b>	<b>782</b>	<b>36,516</b>	<b>96,863</b>	<b>100%</b>

## INTERSTATES AND PARKWAYS

The chart below depicts the incidence of accidents on Kentucky's interstates and parkways. Interstate accidents represent 6.5% of all accidents. Parkway accidents represent 1.1% of 1997 accidents.

INTERSTATE	Accidents	Fatal Accidents	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-471	169	3	104	299	3	146
I-275	406	0	45	124	0	64
I-264	996	2	225	769	3	326
I-75	2,600	21	692	1,887	26	1,055
I-71	589	8	143	438	13	224
I-65	1,904	13	448	1,443	14	686
I-64	1,596	11	430	1,155	14	635
I-24	395	2	96	297	3	158
<b>TOTAL</b>	<b>8,655</b>	<b>60</b>	<b>2,183</b>	<b>6,412</b>	<b>76</b>	<b>3,294</b>

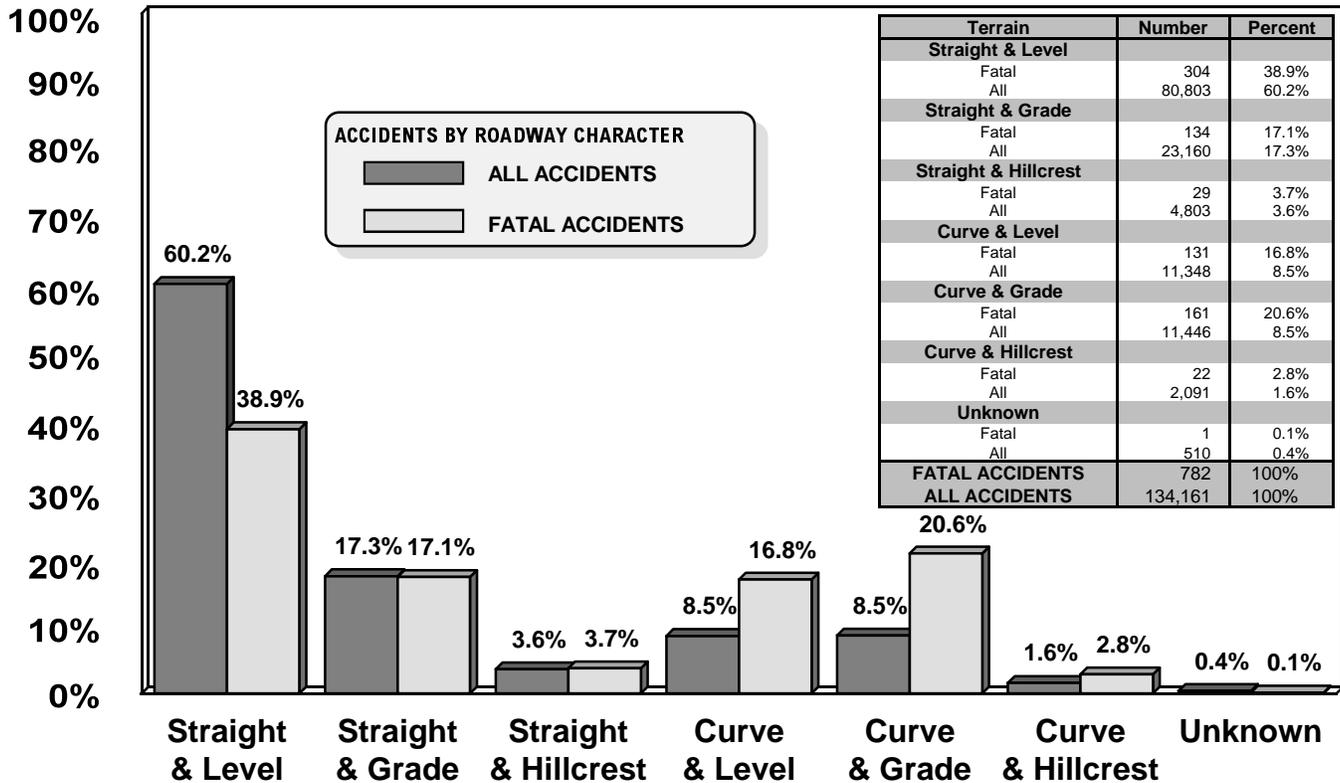
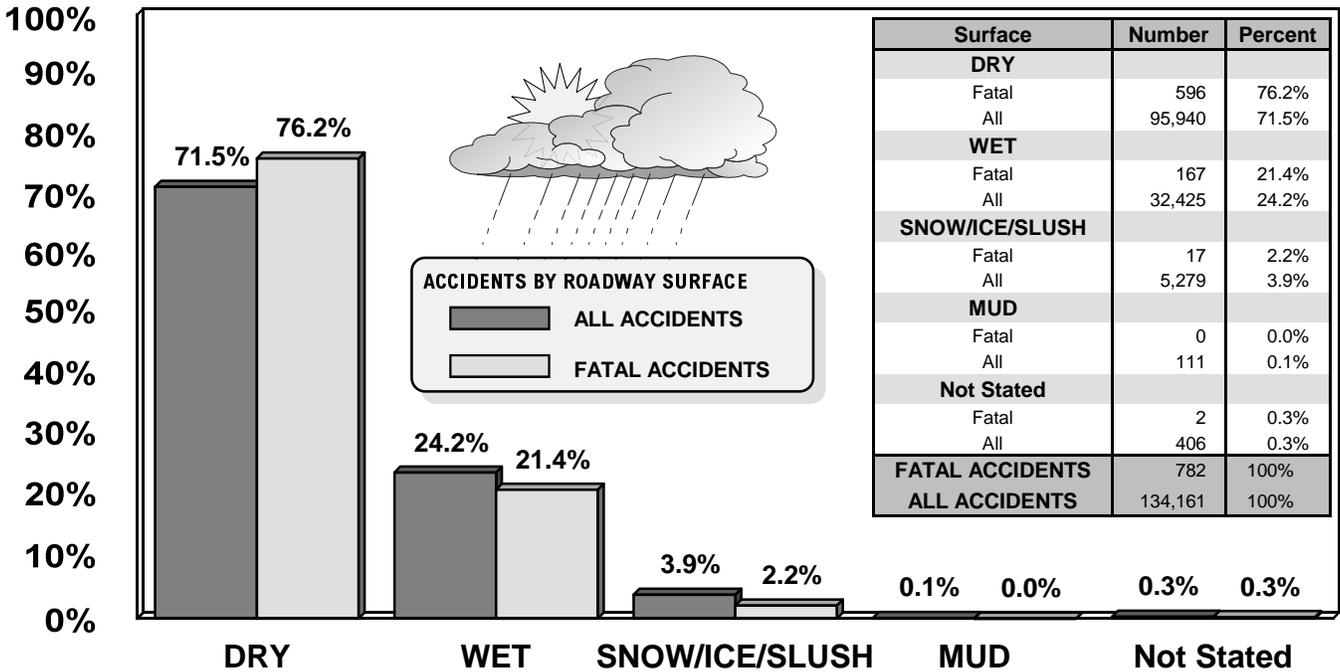
PARKWAY	Accidents	Fatal Accidents	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	38	0	6	32	0	8
Blue Grass	178	4	51	123	4	77
Cumberland	103	0	29	74	0	43
Daniel Boone	106	4	36	66	7	63
Natcher	117	0	34	83	0	49
Mountain	144	5	36	103	8	69
Pennyrile	316	6	71	239	7	121
Purchase	118	1	29	88	1	41
Western KY	326	7	91	228	8	137
<b>TOTAL</b>	<b>1,446</b>	<b>27</b>	<b>383</b>	<b>1,036</b>	<b>35</b>	<b>608</b>

# ACCIDENTS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

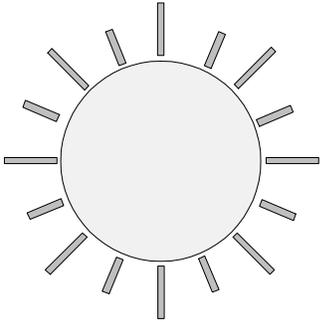
The charts below depict percentages and numbers of all accidents and fatal accidents according to the conditions and character of the roadway on which the accident occurred.

The road conditions chart compares fatal with all accidents for different road conditions identified by the police officer who completed the accident investigation report.

As depicted in the bottom chart, 81% of all accidents occurred on straight roads and 19% on curved roads. Forty (40) percent of the fatal accidents during 1997 occurred on curved roads.

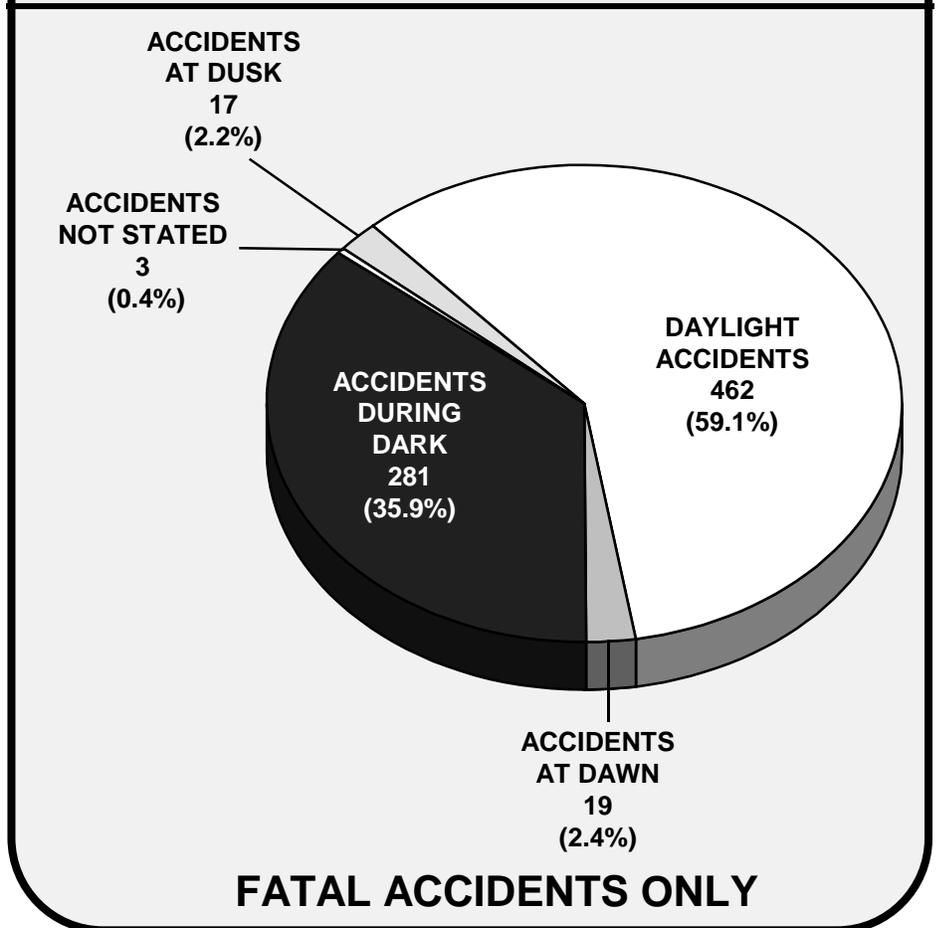
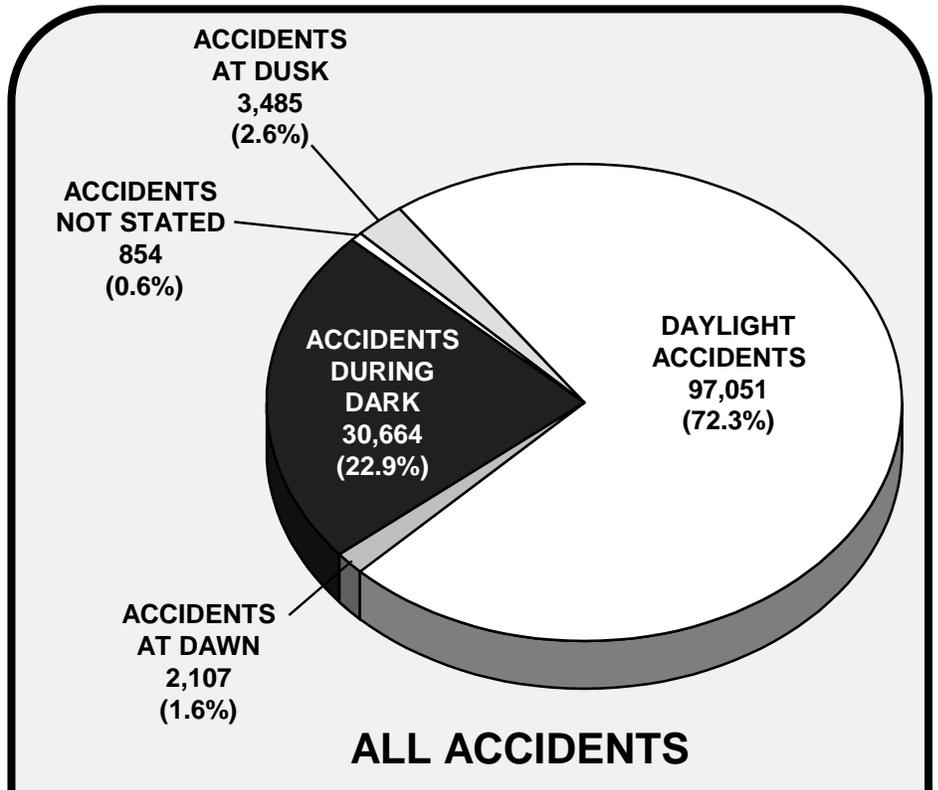
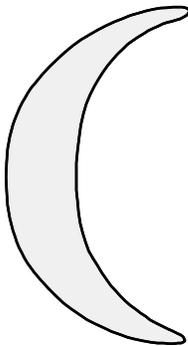


# ACCIDENTS BY LIGHT CONDITION



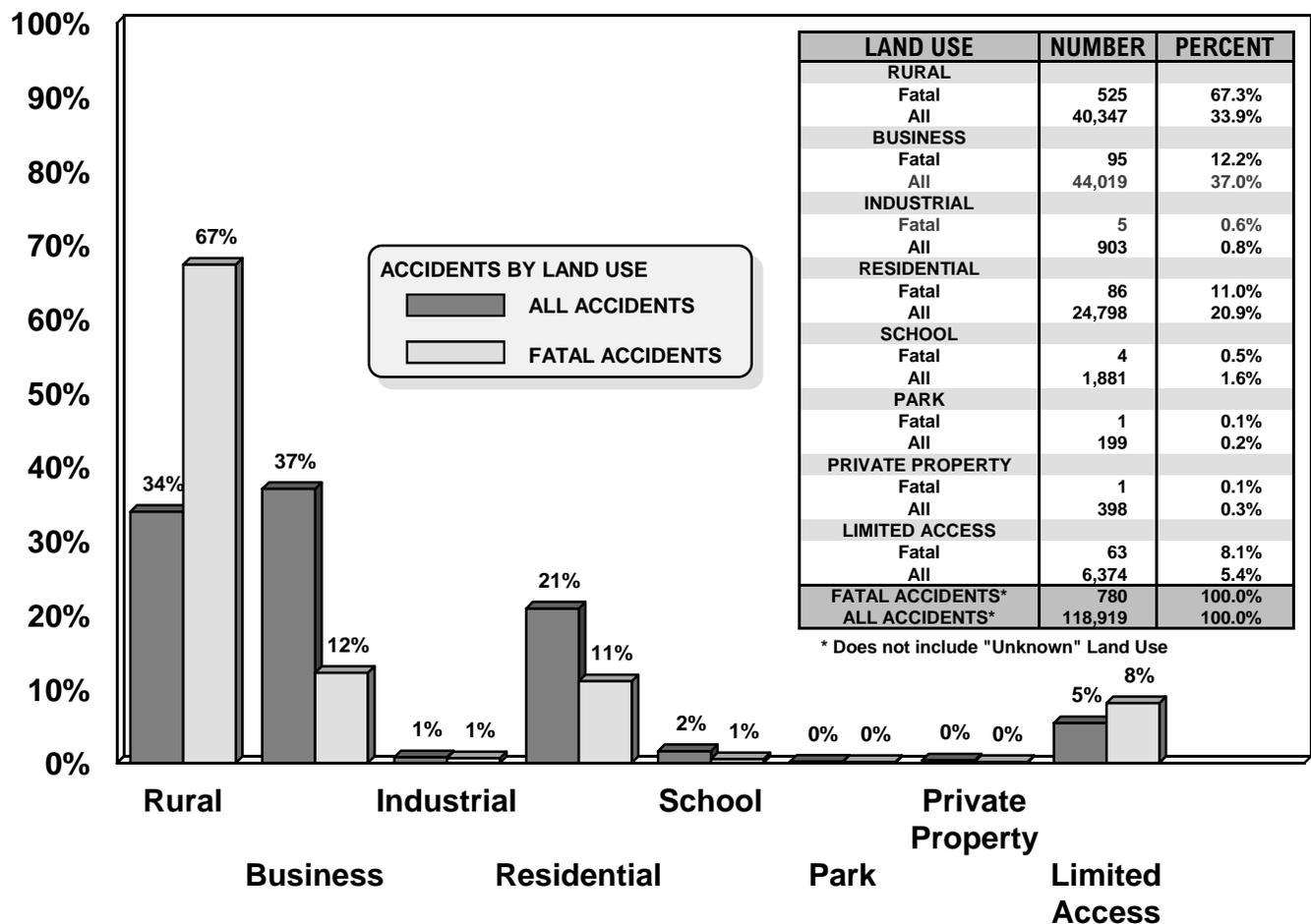
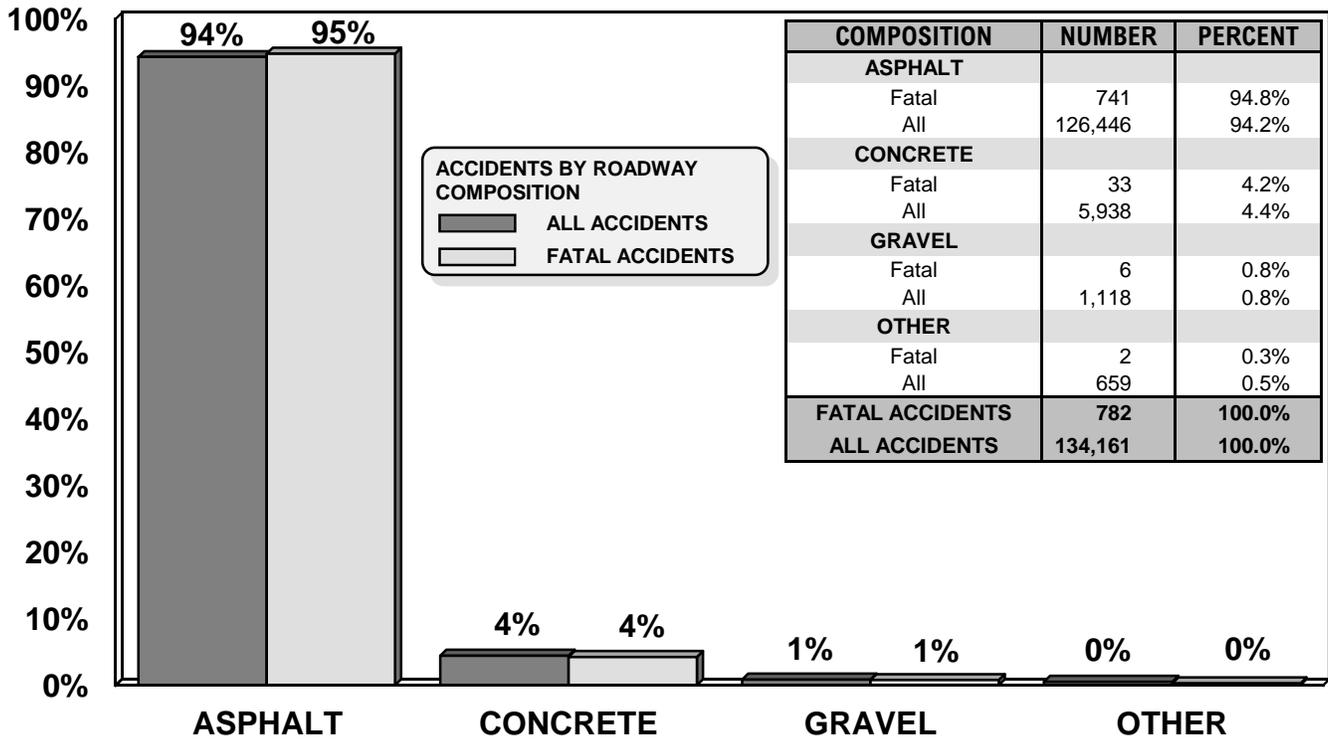
Seventy-two (72) percent of all accidents reported during 1997 occurred during daylight hours. Twenty-three (23) percent of all accidents occurred during dark hours, and 4.2% occurred at dawn or dusk.

Fifty-nine (59) percent of all fatal accidents occurred during daylight hours, 36% occurred during dark hours, and 4.6% at dawn or dusk.



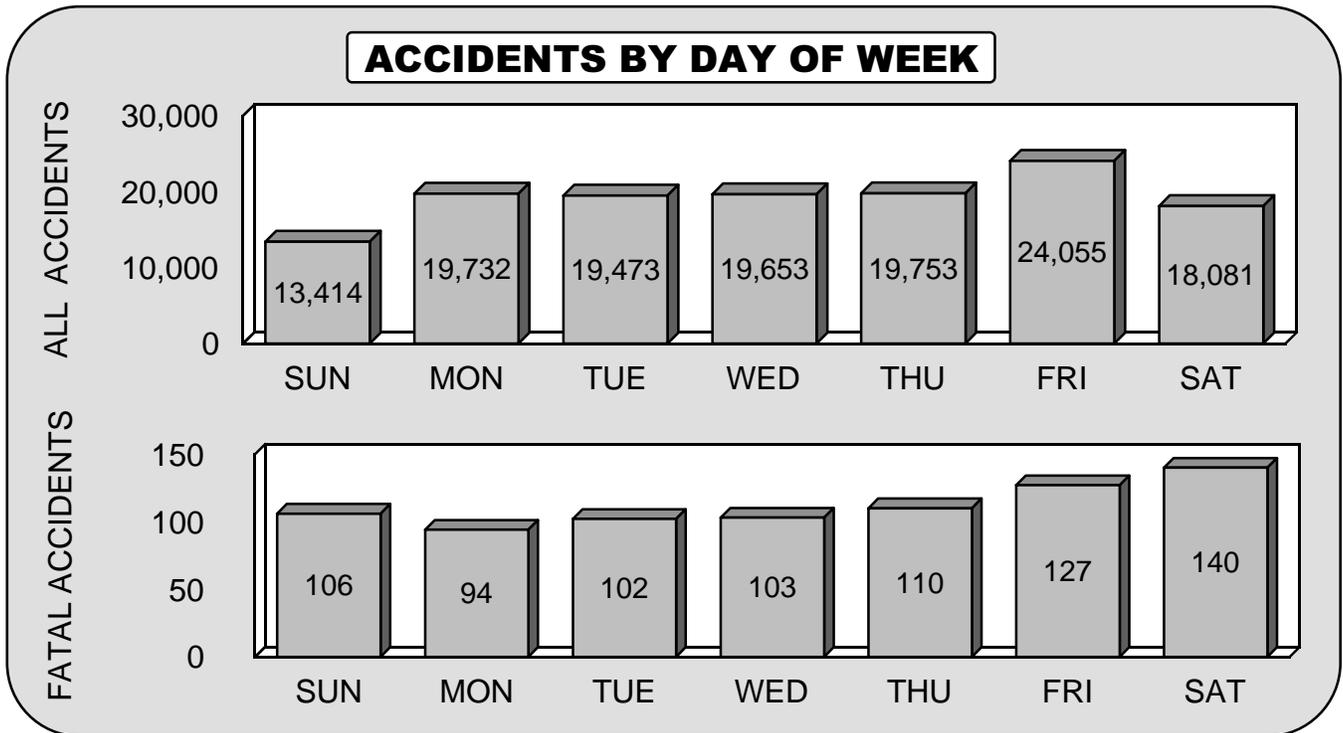
# ACCIDENTS BY ROADWAY COMPOSITION AND LAND USE

The charts below give the number and percent of accidents by roadway composition and land use. Roadway composition describes the surface type. Land use refers to the description of the land use of the area at the scene of the accident.

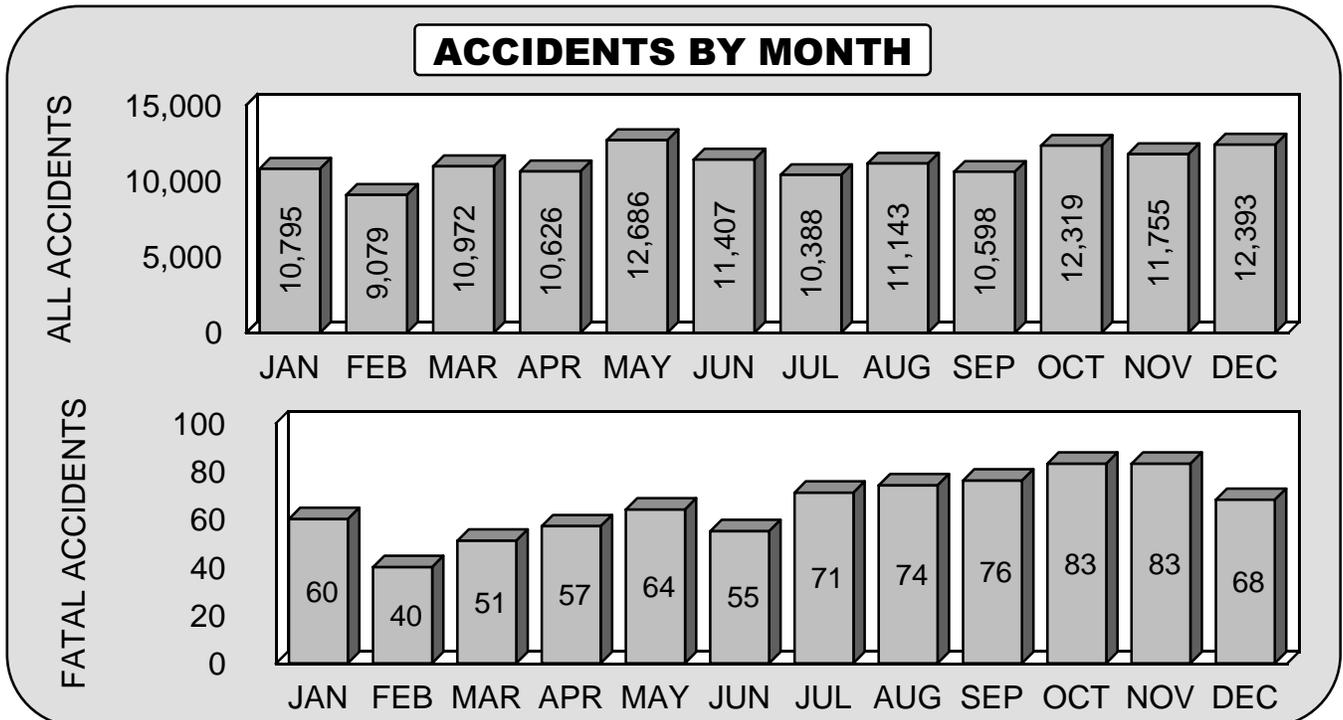


# ACCIDENTS BY DAY AND MONTH

The graph below shows All and Fatal accidents by day of occurrence. Forty-one (41) percent of all accidents and 48% of fatal accidents occurred on weekends (Friday, Saturday, Sunday combined).



October, November, and September reported the highest number of fatal accidents; February, March and June showed the lowest. May ranked highest for total number of accidents and February showed the lowest number of total accidents.



# HOLIDAY ACCIDENTS



## HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal accidents for a ten-year period, 1988 through 1997, on major holidays (inclusive of time periods established by the National Safety Council). A total of 42 persons were killed in 1997 holiday fatalities. This compared to 51 in 1996.

HOLIDAY PERIOD	TOTAL DEATHS									
	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997
NEW YEAR'S	4	4	2	2	16	12	3	12	6	2
MEMORIAL DAY	8	11	4	12	7	15	10	11	11	7
JULY FOURTH	12	11	5	17	14	4	6	7	17	5
LABOR DAY	6	8	4	8	5	10	12	10	5	13
THANKSGIVING	12	6	12	9	6	9	21	13	10	7
CHRISTMAS	8	8	7	7	14	7	7	7	2	8
<b>TOTAL HOLIDAY DEATHS</b>	<b>50</b>	<b>48</b>	<b>34</b>	<b>55</b>	<b>62</b>	<b>57</b>	<b>59</b>	<b>60</b>	<b>51</b>	<b>42</b>

## HOLIDAY TIMES AND DATES

Generally, for purposes of counting holiday fatalities, the holiday starts at 6:00 p.m. the day before and ends at 11:59 p.m. the day of the holiday. The times and dates below have been designated by the National Safety Council for holidays in 1997.

HOLIDAY	START	END
New Years	6:00 pm Tuesday, December 31, 1996	11:59 pm Wednesday, January 1, 1997
Memorial Day	6:00 pm Friday, May 23	11:59 pm Monday, May 26
July Fourth	6:00 pm Thursday, July 3	11:59 pm Sunday, July 6
Labor Day	6:00 pm Friday, August 29	11:59 pm Monday, September 1
Thanksgiving	6:00 pm Wednesday, November 26	11:59 pm Sunday, November 30
Christmas	6:00 pm Wednesday, December 24	11:59 pm Sunday, December 28

## COMPARISON OF 1997 HOLIDAY FATALITIES/ACCIDENTS

The Labor Day holiday period registered the highest number of fatalities during 1997. The lowest number of holiday fatalities occurred over the New Years holiday. The chart below shows relevant accident data for each of the 1997 holidays.

HOLIDAY PERIOD	NEW YEAR'S	MEMORIAL DAY	JULY FOURTH	LABOR DAY	THANKS-GIVING	CHRISTMAS
<b>NO. PERSONS KILLED</b>	2	7	5	13	7	8
<b>NO. PERSONS INJURED</b>	111	610	448	413	596	485
<b>FATAL ACCIDENTS</b>	2	7	4	13	5	6
<b>INJURY ACCIDENTS</b>	68	368	255	260	383	303
<b>PROPERTY DAMAGE</b>	186	807	557	560	948	721
<b>TOTAL ACCIDENTS</b>	<b>256</b>	<b>1,182</b>	<b>816</b>	<b>833</b>	<b>1,336</b>	<b>1,030</b>



# TYPE VEHICLES INVOLVED IN ACCIDENTS

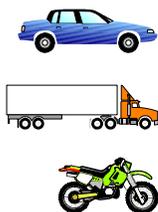


VEHICLE TYPE	NUMBER OF VEHICLES INVOLVED	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL ACCIDENTS	PERCENT OF TOTAL
Passenger Cars*	225,255	92.28%	1,015	85.29%
Taxicabs	35	0.01%	0	0.00%
Trucks	8,728	3.58%	117	9.83%
Motorcycles	749	0.31%	29	2.44%
Motor Scooters/Motor Bikes	67	0.03%	0	0.00%
School Buses	828	0.34%	6	0.50%
Other Buses	481	0.20%	1	0.08%
Farm Tractors/Equipment	221	0.09%	5	0.42%
Emergency	654	0.27%	2	0.17%
Other Public Owned	530	0.22%	0	0.00%
Go-Carts	2	0.00%	0	0.00%
Other	463	0.19%	11	0.92%
Not Stated	6,099	2.50%	4	0.34%
<b>TOTAL</b>	<b>244,112</b>	<b>100.00%</b>	<b>1,190</b>	<b>100.00%</b>

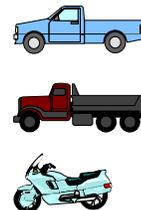
\* Passenger cars include autos and trucks registered for 6,000 pounds or less.

There were 244,112 vehicles involved in accidents during 1997. Of this total, 178,051 were involved in property damage only accidents, 64,871 were involved in injury accidents, and 1,190 were involved in fatal accidents. The majority (92%) of the vehicles involved were passenger cars. Trucks accounted for 4% of vehicles in all accidents, but accounted for 10% of vehicles in fatal accidents. Motorcycles represented 2% of the vehicles in fatal accidents, but only 0.3% of vehicles in all accidents.

## VEHICLES REGISTERED IN KENTUCKY 1997



PASSENGER CARS	1,836,037
COMMERCIAL TRUCKS	882,146
MOTORCYCLES	34,096
<b>TOTAL (ALL TYPES)</b>	<b>3,013,276</b>



# TRUCK ACCIDENTS

Vehicular factors, as noted by the investigating officer on the accident report, are shown below for accidents involving trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. Up to two factors may be noted for each vehicle in the accident. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. Trucks were not included if the vehicular factor was unknown. A total of 8,728 *trucks* were involved in accidents.

VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL ACCIDENTS		FATAL ACCIDENTS		NONFATAL INJURY ACCIDENTS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Brakes Defective	131	1.53	6	5.13	39	2.02
Headlights Defective	1	0.01	0	0.00	0	0.00
Other Lighting Defects	25	0.29	0	0.00	9	0.47
Steering Failure	17	0.20	0	0.00	7	0.36
Tire Failure / Inadequate	84	0.98	0	0.00	14	0.73
Tow Hitch Defective	18	0.21	0	0.00	2	0.10
Over / Improper Load	80	0.93	0	0.00	18	0.93
Oversized Load	63	0.73	0	0.00	4	0.21
Other	386	4.49	7	5.98	75	3.89
None Detected	7,785	90.63	104	88.89	1,761	91.29
<b>TOTALS (excluding unknown)</b>	<b>8,590</b>	<b>100.00</b>	<b>117</b>	<b>100.00</b>	<b>1,929</b>	<b>100.00</b>

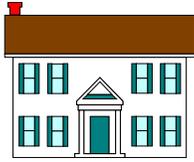
The chart below shows the total number of truck accidents, as well as those with hazardous cargo, by type of roadway. There were 8,249 accidents in which a truck was involved. This resulted in 125 fatalities and 2,649 injuries. Twenty-five (25) percent of the truck accidents occurred on county or city streets, 20% on interstates, 53% on U.S., and state-numbered routes. Twenty-two (22) percent of the hazardous cargo accidents occurred on interstates, and 55% on U.S. and state-numbered routes.

TYPE of ROADWAY	ALL TRUCK ACCIDENTS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	TOTAL
Interstate	17	391	1,229	1,637	0	9	24	33
US Route	35	498	1,475	2,008	0	11	31	42
State Route	39	639	1,656	2,334	2	11	27	40
Parkway	9	55	175	239	3	1	4	8
County	1	54	187	242	0	0	3	3
City Street	7	215	1,567	1,789	0	6	18	24
<b>TOTAL</b>	<b>108</b>	<b>1,852</b>	<b>6,289</b>	<b>8,249</b>	<b>5</b>	<b>38</b>	<b>107</b>	<b>150</b>

The residence of truck drivers involved in accidents is shown below. Thirty-nine (39) percent of the drivers, with known residences, were nonresidents of Kentucky. This percentage is 35% for fatal accidents and 35% for injury accidents.

RESIDENCE OF DRIVERS IN TRUCK ACCIDENTS	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS
Local Resident	4,267	68	1,022
State Resident	795	6	195
Out of State Resident	3,241	40	665
Not Stated	425	3	75
<b>TOTAL</b>	<b>8,728</b>	<b>117</b>	<b>1,957</b>

# DRIVER INVOLVEMENT



## RESIDENCE OF DRIVER



There were 233,004 drivers involved in accidents during 1997. Of these, 1,166 drivers were involved in fatal accidents. The chart below tabulates driver involvement by residence and shows that most drivers (87% of those in which residence is known) were residents of the locality where the accident occurred. Many drivers in the unknown category are the result of hit-and-run accidents where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

### INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ALL ACCIDENTS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	195,888	84%	87%
STATE RESIDENT	8,494	4%	4%
OUT OF STATE	20,235	9%	9%
NOT STATED	8,387	4%	
<b>TOTAL</b>	<b>233,004</b>	<b>100%</b>	<b>100%</b>

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL ACCIDENTS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	1,014	87%	87%
STATE RESIDENT	35	3%	3%
OUT OF STATE	111	10%	10%
NOT STATED	6	1%	
<b>TOTAL</b>	<b>1,166</b>	<b>100%</b>	<b>100%</b>



## SEX OF DRIVER



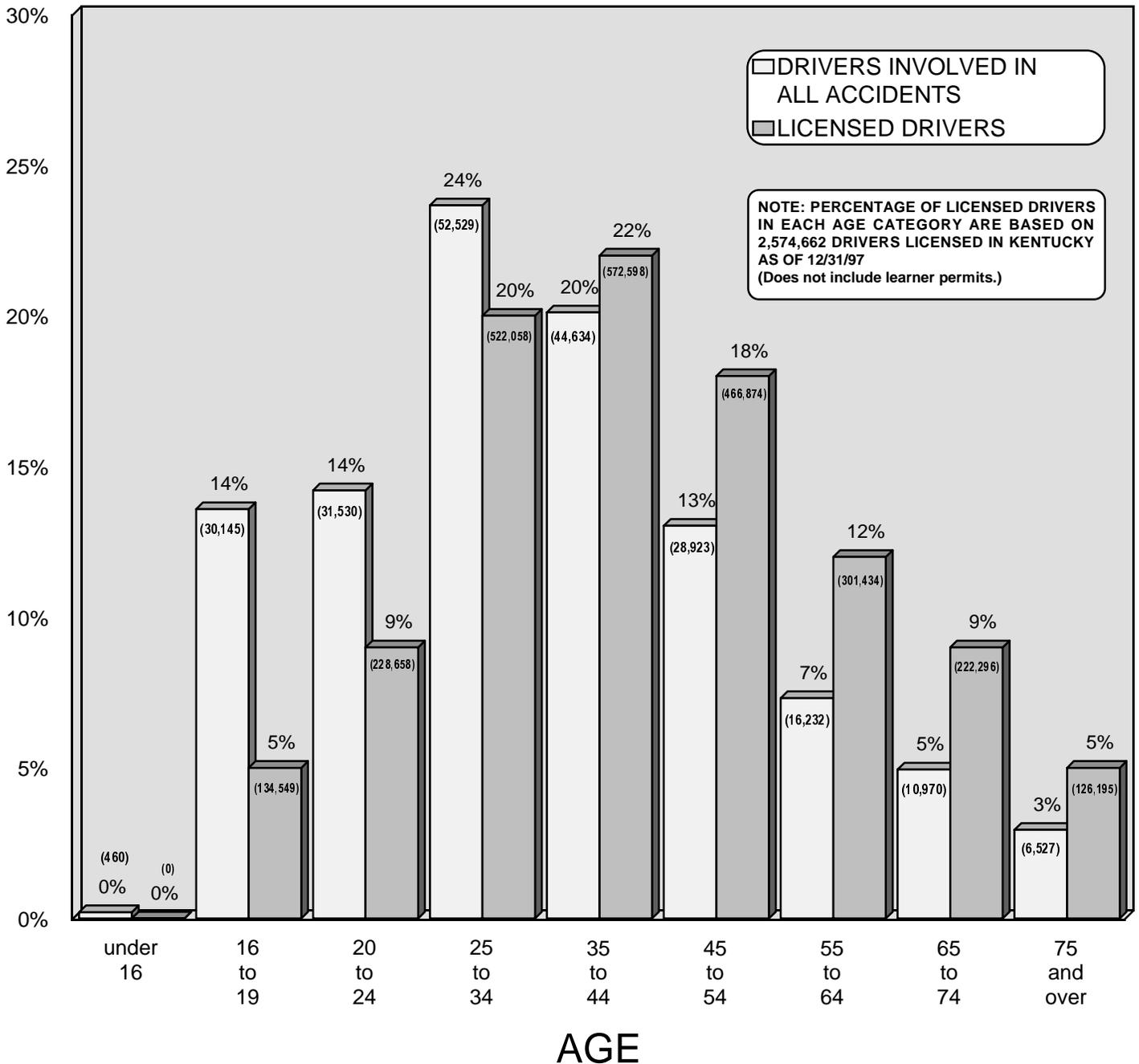
As shown in the chart below, 58% of the drivers involved in accidents during 1997 were male; 42% were female. In fatal accidents 75% of the drivers were male; 25% female.

TOTAL ACCIDENTS			
SEX	NUMBER IN ALL ACCIDENTS	PERCENT IN ALL ACCIDENTS	% OF TOTAL EXCLUDING UNKNOWN
MALE	131,504	56%	58%
FEMALE	93,631	40%	42%
UNKNOWN	7,869	3%	
<b>TOTAL</b>	<b>233,004</b>	<b>100%</b>	<b>100%</b>

FATAL ACCIDENTS			
SEX	NUMBER IN FATAL ACCIDENTS	PERCENT IN FATAL ACCIDENTS	% OF TOTAL EXCLUDING UNKNOWN
MALE	874	75%	75%
FEMALE	284	24%	25%
UNKNOWN	8	1%	
<b>TOTAL</b>	<b>1,166</b>	<b>100%</b>	<b>100%</b>

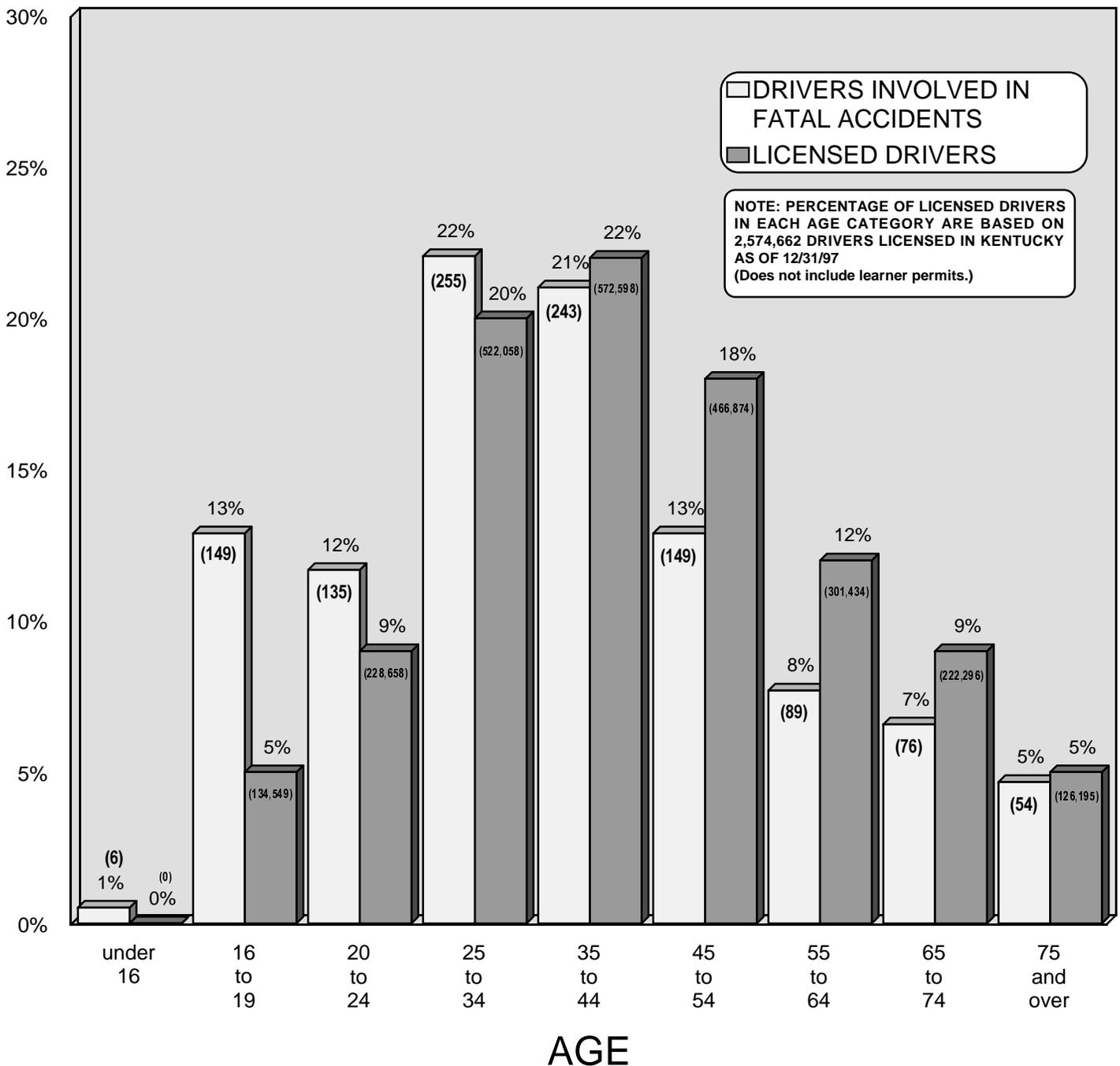
# AGE OF DRIVER (ALL ACCIDENTS)

The chart below groups the ages of 221,950 drivers involved in 1997 traffic accidents in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all accidents, the number of drivers involved in these accidents is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (not including learner permits). This allows a comparison to be made between the percentage of a given age category is of the driving population and the corresponding percentage this age category is involved in accidents. The percentage of drivers involved in all accidents was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers "at-fault" versus drivers "not-at-fault." There were 11,054 driver's ages which could not be determined. These drivers represent 5% of all drivers involved in 1997 accidents. The percentages given below do not consider the "Unknown" category.



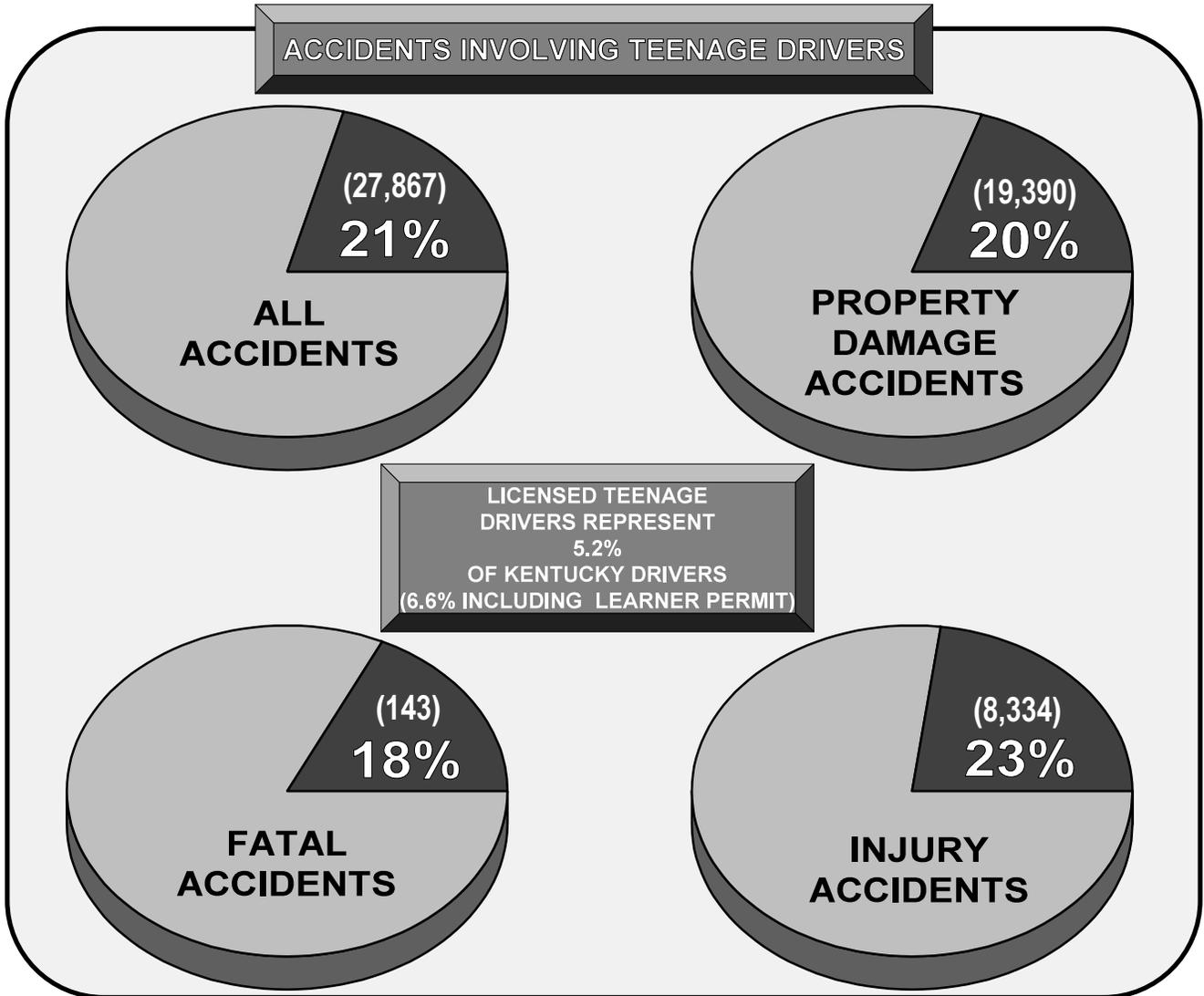
# AGE OF DRIVER (FATAL ACCIDENTS)

The chart below groups the ages of 1,156 drivers involved in 1997 fatal accidents (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal accident. The number of drivers involved in fatal accidents exceeded the total number of fatal accidents. Percentages are based on drivers involved in fatal accidents during 1997 and do not include 9 drivers whose ages were not stated on the accident report. The numbers of drivers involved in fatal accidents and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal accidents within this same age category. The largest difference is the overrepresentation of teenage drivers in fatal accidents (13%) compared to their percent of the driving population (5.2%). This percentage increased to 6.6% when learner permits are included.



# ACCIDENTS INVOLVING TEENAGE DRIVERS

The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in 1997 accidents (by type) are shown below, irrespective of the driver at fault in the accidents reported. The numbers of accidents involving teenage drivers are also shown. This chart does not include Kentucky drivers with learner permits.



The number of teenage drivers involved in accidents, together with alcohol-related accidents, are shown below. It should be noted that tabulations for alcohol-related accidents were derived from the total number of drinking drivers as reported by the officer at the scene. Use of FARS would result in higher numbers. As shown, 774 teenage drivers were involved in alcohol-related accidents during 1997. There were 165 fatalities in accidents involving a teenage driver (69 of these fatalities were the teenage driver). There were 22 fatalities in alcohol-related accidents involving teenage drivers (10 of these fatalities were the teenage driver).

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	ALCOHOL RELATED ACCIDENTS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
1997	30,145	149	8,961	21,035	19	404	351	774
1996	31,882	153	9,548	22,181	15	406	393	814
1995	31,009	154	9,713	21,142	14	385	337	736
1994	29,269	121	9,134	20,014	17	386	356	759

# ALCOHOL-RELATED ACCIDENTS

An alcohol-related accident is any accident where a driver was determined to have been drinking. For injury and property damage accidents, the following information gives the determination made at the scene by the investigating officer and given on the accident report. However, more detailed information regarding drinking drivers in fatal accidents is obtained from FARS, which follows up on BAC results.

Alcohol-related accidents are listed by county beginning on page 34. The following information has been adjusted to agree with FARS statistics involving fatal accidents; therefore, these numbers may not agree with previously listed state totals.

<b>ALL ACCIDENTS</b>	<b>FATAL ACCIDENTS</b>	<b>206</b>
	<b>INJURY ACCIDENTS</b>	<b>2,949</b>
	<b>PROPERTY DAMAGE ACCIDENTS</b>	<b>2,915</b>
	<b>TOTAL</b>	<b>6,070</b>

<b>PERSONS KILLED/INJURED</b>	<b>NUMBER KILLED</b>	<b>234</b>
	<b>NUMBER INJURED</b>	<b>4,653</b>
	<b>INCAPACITATING INJURIES</b>	<b>1,195</b>
	<b>NON-INCAPACITATING INJURIES</b>	<b>2,042</b>
	<b>POSSIBLE INJURIES</b>	<b>1,416</b>

The total number of alcohol involved accidents is depicted in the upper left chart. The number of persons killed and injured in alcohol involved accidents is depicted in the right-hand chart.

6,070 alcohol-related accidents were reported during 1997. Three (3) percent of the alcohol-related accidents were fatal, 49% were injury accidents, and 48% were property damage only.

## Comparison with previous years

During 1997, alcohol-related accidents decreased by 1% from 1996. The 234 persons killed in 1997 reflect a decrease of 9% when compared with 256 persons killed in 1996. During 1997, there were 4,653 persons injured in alcohol-related accidents, an increase of 0.3% from 1996 when 4,637 persons were injured.

Fatal accident data has been adjusted to reflect follow-up studies of drivers in the chart below. The 1994-1997 data have been adjusted to agree with FARS data and not state data which were shown in the 1993 and prior years publication.

YEAR	TOTAL ACCIDENTS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
1997	6,070	-1%	234	-9%	4,653	+0%
1996	6,150	-0%	256	-8%	4,637	-2%
1995	6,163	+3%	278	-3%	4,741	+5%
1994	5,995	-11%	287	-9%	4,536	-13%
1993	6,727	-3%	314	4%	5,228	+2%
1992	6,968	-5%	303	-17%	5,142	-6%
1991	7,301	-11%	365	+9%	5,467	-12%

# SAFETY RESTRAINTS

The chart below compares vehicle occupants with and without safety restraint devices over a five-year period. Clearly, more vehicle occupants are using restraints (from 64% in 1993 to 90% in 1997.) (Safety restraint devices include lap belt, harness, child safety seat, air bag, and other passive restraints. The numbers do not include occupants in vehicles that normally do not contain safety restraints, occupants where safety restraint usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclists. These occupants were included in the "NOT APPLICABLE" category.)

YEAR	RESTRAINED		NOT-RESTRAINED	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
1997	197,342	90%	21,903	10%
1996	196,331	90%	22,894	10%
1995	183,331	88%	25,112	12%
1994	158,591	78%	44,108	22%
1993	141,028	64%	77,654	36%

The above percentages are based on the reported usage of safety restraints in traffic accidents. Observational surveys have consistently found lower rates. For example, the 1997 statewide survey found a usage rate of 54% for drivers. (compared to 90% reported in traffic accidents.)

The chart below shows 1997 vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 19% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 14% of those restrained were killed or injured, compared to 37% of those not restrained. Comparing the percentages killed or injured in the "Restraint Used" and "Restraint Not Used" categories shows the benefit of wearing a safety belt. This "NOT APPLICABLE" category is described above.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
KILLED	865	0.3%	161	0.1%	362	1.7%	342	0.4%
INCAPACITATING INJURY	8,645	2.8%	3,423	1.7%	1,839	8.4%	3,383	3.7%
NON-INCAPACITATING INJURY	20,558	6.6%	9,462	4.8%	3,264	14.9%	7,832	8.7%
POSSIBLE INJURY	27,139	8.8%	14,569	7.4%	2,520	11.5%	10,050	11.1%
NOT INJURED	244,295	78.9%	169,660	86.0%	13,894	63.4%	60,741	67.3%
UNKNOWN	8,015	2.6%	67	0.0%	24	0.1%	7,924	8.8%
<b>TOTAL</b>	<b>309,517</b>	<b>100.0%</b>	<b>197,342</b>	<b>100.0%</b>	<b>21,903</b>	<b>100.0%</b>	<b>90,272</b>	<b>100.0%</b>



# CONTRIBUTING FACTORS

# CONTRIBUTING FACTORS

A variety of factors and conditions can contribute to an accident. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each accident. This table gives the number of accidents in which a given factor was listed at least once. Accumulations were made only once for each factor coded in an accident, even if the factor was coded for more than one driver or vehicle. Therefore, the percentages give the percent of accidents in which a given factor is listed. Some factors, which were listed only a few times, are not listed.

<b>ACCIDENT FACTORS</b>	<b>ALL ACCIDENTS</b>	<b>PERCENT OF TOTAL</b>	<b>FATAL ACCIDENTS</b>	<b>PERCENT OF TOTAL</b>
Driver Inattention	45,618	33.90	147	19.92
Failure To Yield	21,161	15.73	131	17.75
Unsafe Speed	10,435	7.76	230	31.17
Following Too Close	8,520	6.33	2	0.27
Alcohol Involvement	6,018	4.47	154	20.87
Disregard Traffic Control	4,331	3.22	40	5.42
Turning Improperly	3,210	2.39	3	0.41
Distraction	2,906	2.16	12	1.63
Fell Asleep	1,606	1.19	27	3.66
Improper Passing	1,589	1.18	11	1.49
Drug Involvement	533	0.40	14	1.90
Lost Consciousness	397	0.30	8	1.08
Physical Disability	327	0.24	2	0.27
Sick	242	0.18	7	0.95
<b>VEHICULAR FACTORS</b>	<b>ALL ACCIDENTS</b>	<b>PERCENT OF TOTAL</b>	<b>FATAL ACCIDENTS</b>	<b>PERCENT OF TOTAL</b>
Brakes Defective	1,798	1.34	9	1.22
Tire Failure / Inadequate	1,088	0.81	17	2.30
Steering Failure	326	0.24	2	0.27
Overloaded	254	0.19	0	0.00
Other Lighting Defect	252	0.19	0	0.00
Oversized Load	160	0.12	1	0.14
Tow Hitch Defective	136	0.10	0	0.00
Headlight Failure	60	0.04	2	0.27
<b>ENVIRONMENTAL FACTORS</b>	<b>ALL ACCIDENTS</b>	<b>PERCENT OF TOTAL</b>	<b>FATAL ACCIDENTS</b>	<b>PERCENT OF TOTAL</b>
Slippery Surface	15,489	11.51	74	10.03
Animal Action	5,222	3.88	3	0.41
View Obstructed	4,324	3.21	33	4.47
Water Pooling	1,473	1.09	15	2.03
Glare	1,183	0.88	8	1.08
Debris In Roadway	813	0.60	1	0.14
Roadway Construction	513	0.38	3	0.41
Improperly Parked Vehicle	392	0.29	0	0.00
Shoulder Defective	304	0.23	7	0.95
Fixed Object(s)	249	0.19	1	0.14
Hole/Deep Ruts/Bumps	200	0.15	1	0.14
Traffic Controls Not Working	138	0.10	1	0.14

# CONTRIBUTING FACTORS

The following tables outline driver factors that contributed to each type of accident. Driver-contributing factors are summarized for each specific accident type. Any factor cannot be accumulated more than once in one accident. The percentages represent the percent a given factor occurred in a specific type of accident.

ACCIDENTS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE ACCIDENTS	639
FATAL ACCIDENTS	2
INJURY ACCIDENTS	129
TOTAL KILLED	2
TOTAL INJURED	206

EMERGENCY VEHICLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	52	8.14	0	0.00
Failed to Yield Right of Way	100	15.65	1	50.00
Following Too Close	26	4.07	0	0.00
Improper Passing	10	1.56	0	0.00
Disregard of Traffic Controls	24	3.76	1	50.00
Turning Improperly	23	3.60	0	0.00
Alcohol Involvement	29	4.54	1	50.00
Drug Involvement	1	0.16	0	0.00
Sick	1	0.16	0	0.00
Fell Asleep	7	1.10	0	0.00
Lost Consciousness	1	0.16	0	0.00
Driver Inattention	176	27.54	0	0.00
Distraction	15	2.35	0	0.00
Physical Disability	1	0.16	0	0.00

ACCIDENTS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT ACCIDENTS	220
FATAL ACCIDENTS	5
INJURY ACCIDENTS	60
TOTAL KILLED	6
TOTAL INJURED	114

FARM EQUIPMENT ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	14	6.36	0	0.00
Failed to Yield Right of Way	31	14.09	1	20.00
Following Too Close	3	1.36	0	0.00
Improper Passing	26	11.82	0	0.00
Disregard of Traffic Controls	2	0.91	1	20.00
Turning Improperly	4	1.82	0	0.00
Alcohol Involvement	8	3.64	1	20.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	3	1.36	0	0.00
Lost Consciousness	1	0.45	0	0.00
Driver Inattention	74	33.64	1	20.00
Distraction	4	1.82	0	0.00
Physical Disability	3	1.36	0	0.00

# CONTRIBUTING FACTORS (cont'd)

The following tables outline driver factors that contributed to each type of accident. Driver-contributing factors are summarized for each specific accident type. Any factor cannot be accumulated more than once in one accident. The percentages represent the percent a given factor occurred in a specific type of accident.

ACCIDENTS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS ACCIDENTS	822
FATAL ACCIDENTS	6
INJURY ACCIDENTS	150
TOTAL KILLED	8
TOTAL INJURED	353

SCHOOL BUS ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	43	5.23	1	16.67
Failed to Yield Right of Way	101	12.29	1	16.67
Following Too Close	29	3.53	0	0.00
Improper Passing	10	1.22	0	0.00
Disregard of Traffic Controls	6	0.73	0	0.00
Turning Improperly	25	3.04	0	0.00
Alcohol Involvement	4	0.49	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	6	0.73	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	332	40.39	2	33.33
Distraction	27	3.28	0	0.00
Physical Disability	2	0.24	0	0.00

ACCIDENTS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN ACCIDENTS	8,004
FATAL ACCIDENTS	66
INJURY ACCIDENTS	3,398
TOTAL KILLED	
ALL AGES	81
6-12 YEARS OF AGE	30
TOTAL INJURED	
ALL AGES	7,568
6-12 YEARS OF AGE	2,747

ELEMENTARY SCHOOL AGE CHILDREN ACCIDENTS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	514	6.42	15	22.73
Failed to Yield Right of Way	1,427	17.83	6	9.09
Following Too Close	580	7.25	1	1.52
Improper Passing	117	1.46	2	3.03
Disregard of Traffic Controls	286	3.57	2	3.03
Turning Improperly	169	2.11	0	0.00
Alcohol Involvement	180	2.25	6	9.09
Drug Involvement	14	0.17	1	1.52
Sick	8	0.10	1	1.52
Fell Asleep	48	0.60	2	3.03
Lost Consciousness	12	0.15	1	1.52
Driver Inattention	3,254	40.65	10	15.15
Distraction	214	2.67	1	1.52
Physical Disability	18	0.22	0	0.00

ACCIDENTS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN ACCIDENTS	1,190
FATAL ACCIDENTS	62
INJURY ACCIDENTS	1,057
TOTAL KILLED	65
TOTAL INJURED	1,151

PEDESTRIAN ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	39	3.28	8	12.90
Failed to Yield Right of Way	120	10.08	3	4.84
Following Too Close	1	0.08	0	0.00
Improper Passing	9	0.76	1	1.61
Disregard of Traffic Controls	19	1.60	2	3.23
Turning Improperly	6	0.50	0	0.00
Alcohol Involvement	29	2.44	7	11.29
Drug Involvement	4	0.34	2	3.23
Sick	0	0.00	0	0.00
Fell Asleep	1	0.08	0	0.00
Lost Consciousness	1	0.08	0	0.00
Driver Inattention	203	17.06	5	8.06
Distraction	8	0.67	0	0.00
Physical Disability	3	0.25	0	0.00

# CONTRIBUTING FACTORS (cont'd)

The following tables outline driver factors that contributed to each type of accident. Driver-contributing factors are summarized for each specific accident type. Any factor cannot be accumulated more than once in one accident. The percentages represent the percent a given factor occurred in a specific type of accident.

ACCIDENTS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLES ACCIDENTS	736
FATAL ACCIDENTS	29
INJURY ACCIDENTS	565
TOTAL KILLED	29
TOTAL INJURED	695

MOTORCYCLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	145	19.70	7	24.14
Failed to Yield Right of Way	127	17.26	9	31.03
Following Too Close	25	3.40	1	3.45
Improper Passing	26	3.53	0	0.00
Disregard of Traffic Controls	16	2.17	2	6.90
Turning Improperly	22	2.99	0	0.00
Alcohol Involvement	68	9.24	5	17.24
Drug Involvement	11	1.49	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	2	0.27	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	187	25.41	5	17.24
Distraction	9	1.22	0	0.00
Physical Disability	1	0.14	0	0.00

ACCIDENTS INVOLVING MOTOR SCOOTERS / MOTOR BIKES	
TOTAL MOTOR SCOOTER / MOTOR BIKE ACCIDENTS	67
FATAL ACCIDENTS	0
INJURY ACCIDENTS	53
TOTAL KILLED	0
TOTAL INJURED	60

MOTOR SCOOTER / MOTOR BIKE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	6	8.96	0	0.00
Failed to Yield Right of Way	14	20.90	0	0.00
Following Too Close	3	4.48	0	0.00
Improper Passing	2	2.99	0	0.00
Disregard of Traffic Controls	6	8.96	0	0.00
Turning Improperly	1	1.49	0	0.00
Alcohol Involvement	5	7.46	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	23	34.33	0	0.00
Distraction	1	1.49	0	0.00
Physical Disability	0	0.00	0	0.00

ACCIDENTS INVOLVING BICYCLES	
TOTAL BICYCLE ACCIDENTS	622
FATAL ACCIDENTS	10
INJURY ACCIDENTS	512
TOTAL KILLED	10
TOTAL INJURED	526

BICYCLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	8	1.29	0	0.00
Failed to Yield Right of Way	35	5.63	0	0.00
Following Too Close	3	0.48	0	0.00
Improper Passing	4	0.64	0	0.00
Disregard of Traffic Controls	8	1.29	0	0.00
Turning Improperly	0	0.00	0	0.00
Alcohol Involvement	6	0.96	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	78	12.54	0	0.00
Distraction	4	0.64	1	10.00
Physical Disability	1	0.16	0	0.00

# CONTRIBUTING FACTORS (cont'd)

The following tables outline driver factors that contributed to each type of accident. Driver-contributing factors are summarized for each specific accident type. Any factor cannot be accumulated more than once in one accident. The percentages represent the percent a given factor occurred in a specific type of accident.

ACCIDENTS INVOLVING TRUCKS	
<b>TOTAL TRUCK ACCIDENTS</b>	<b>8,249</b>
<b>FATAL ACCIDENTS</b>	<b>108</b>
<b>INJURY ACCIDENTS</b>	<b>1,852</b>
<b>TOTAL KILLED</b>	<b>125</b>
<b>TOTAL INJURED</b>	<b>2,649</b>

TRUCK ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	554	6.72	17	15.74
Failed to Yield Right of Way	1,067	12.93	34	31.48
Following Too Close	409	4.96	0	0.00
Improper Passing	154	1.87	1	0.93
Disregard of Traffic Controls	193	2.34	10	9.26
Turning Improperly	318	3.86	1	0.93
Alcohol Involvement	173	2.10	10	9.26
Drug Involvement	20	0.24	0	0.00
Sick	11	0.13	1	0.93
Fell Asleep	110	1.33	4	3.70
Lost Consciousness	19	0.23	0	0.00
Driver Inattention	2,910	35.28	23	21.30
Distraction	134	1.62	4	3.70
Physical Disability	17	0.21	0	0.00

ACCIDENTS INVOLVING TRAINS	
<b>TOTAL TRAIN ACCIDENTS</b>	<b>57</b>
<b>FATAL ACCIDENTS</b>	<b>4</b>
<b>INJURY ACCIDENTS</b>	<b>23</b>
<b>TOTAL KILLED</b>	<b>6</b>
<b>TOTAL INJURED</b>	<b>26</b>

TRAIN ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	2	3.51	0	0.00
Failed to Yield Right of Way	21	36.84	3	75.00
Following Too Close	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Disregard of Traffic Controls	9	15.79	2	50.00
Turning Improperly	0	0.00	0	0.00
Alcohol Involvement	3	5.26	1	25.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	27	47.37	1	25.00
Distraction	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00

ACCIDENTS INVOLVING MULTIPLE FATALITIES	
<b>TOTAL MULTIPLE FATALITY ACCIDENTS</b>	<b>70</b>
<b>FATAL ACCIDENTS</b>	<b>70</b>
<b>INJURY ACCIDENTS</b>	<b>0</b>
<b>TOTAL KILLED</b>	<b>153</b>
<b>TOTAL INJURED</b>	<b>113</b>

MULTIPLE FATALITY ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	25	35.71	25	35.71
Failed to Yield Right of Way	20	28.57	20	28.57
Following Too Close	1	1.43	1	1.43
Improper Passing	2	2.86	2	2.86
Disregard of Traffic Controls	4	5.71	4	5.71
Turning Improperly	0	0.00	0	0.00
Alcohol Involvement	13	18.57	13	18.57
Drug Involvement	1	1.43	1	1.43
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	9	12.86	9	12.86
Distraction	2	2.86	2	2.86
Physical Disability	2	2.86	2	2.86



# ACCIDENTS BY COUNTY

# ACCIDENTS BY COUNTY

## 1996 VS 1997

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997
Adair	432	452	3	3	109	99	320	350	5	4	170	171
Allen	377	399	6	2	116	130	255	267	9	2	193	192
Anderson	434	484	1	7	132	139	301	338	1	10	198	195
Ballard	217	229	3	1	61	68	153	160	5	1	93	110
Barren	1,262	1,394	8	9	419	457	835	928	12	10	624	722
Bath	367	308	6	3	97	102	264	203	6	3	148	150
Bell	758	778	9	3	237	280	512	495	13	3	403	459
Boone	3,290	3,160	10	13	821	839	2,459	2,308	11	17	1,340	1,264
Bourbon	653	716	12	10	195	179	446	527	13	10	290	274
Boyd	2,122	2,060	2	3	544	501	1,576	1,556	4	3	850	768
Boyle	891	951	5	8	235	234	651	709	8	10	381	362
Bracken	253	250	2	3	83	72	168	175	2	3	134	122
Breathitt	421	405	3	7	167	189	251	209	3	7	294	316
Breckinridge	225	343	4	5	99	123	122	215	4	5	149	220
Bullitt	1,341	1,235	11	9	390	386	940	840	11	10	624	628
Butler	249	249	0	3	82	89	167	157	0	4	105	141
Caldwell	414	374	4	5	108	94	302	275	4	7	159	147
Calloway	683	501	6	6	214	177	463	318	7	7	311	254
Campbell	2,949	2,717	8	10	615	582	2,326	2,125	10	10	879	834
Carlisle	42	38	0	3	14	9	28	26	0	3	21	32
Carroll	405	461	5	2	113	125	287	334	6	3	177	204
Carter	710	723	7	11	219	232	484	480	7	11	345	376
Casey	119	269	6	7	40	91	73	171	7	7	74	148
Christian	2,052	2,066	6	8	594	549	1,452	1,509	6	9	887	824
Clark	1,222	1,215	7	8	312	278	903	929	8	9	474	422
Clay	391	443	8	11	151	176	232	256	8	15	270	315
Clinton	134	136	2	2	44	34	88	100	2	2	62	52
Crittenden	225	193	9	5	81	58	135	130	9	5	119	121
Cumberland	96	127	4	4	26	36	66	87	4	5	36	51
Daviess	3,508	3,403	9	15	805	826	2,694	2,562	11	16	1,197	1,269
Edmonson	194	235	2	4	65	86	127	145	6	4	104	134
Elliott	90	84	1	1	36	28	53	55	1	1	56	46
Estill	347	423	5	2	112	143	230	278	5	2	191	246
Fayette	11,884	12,710	25	18	2,720	2,976	9,139	9,716	26	19	3,998	4,304
Fleming	306	305	4	3	98	102	204	200	4	3	151	150
Floyd	1,043	1,079	13	14	459	482	571	583	15	17	783	801
Franklin	1,627	1,563	5	9	373	351	1,249	1,203	5	10	553	512
Fulton	228	203	0	3	62	64	166	136	0	4	94	104
Gallatin	249	215	1	1	83	76	165	138	1	1	136	102
Garrard	274	424	6	4	72	139	196	281	6	4	121	227

# ACCIDENTS BY COUNTY

## 1996 VS 1997

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997
Grant	749	858	3	6	209	239	537	613	3	7	306	348
Graves	1,032	1,053	9	9	318	298	705	746	10	9	462	435
Grayson	453	395	5	6	194	166	254	223	6	6	298	218
Green	244	294	2	4	71	89	171	201	2	4	97	146
Greenup	870	845	6	7	279	260	585	578	7	9	421	396
Hancock	157	189	1	6	68	66	88	117	1	9	102	94
Hardin	2,838	2,769	15	11	704	688	2,119	2,070	15	11	1,070	1,172
Harlan	755	806	7	4	241	267	507	535	9	5	381	437
Harrison	522	572	7	5	147	151	368	416	9	5	217	204
Hart	406	329	5	9	130	100	271	220	7	11	208	186
Henderson	1,971	1,897	3	15	479	454	1,489	1,428	3	15	711	723
Henry	371	398	4	5	106	118	261	275	4	9	188	193
Hickman	78	122	2	3	28	37	48	82	2	3	43	58
Hopkins	1,593	1,697	8	7	351	431	1,234	1,259	8	7	519	710
Jackson	234	262	2	4	90	88	142	170	2	4	129	142
Jefferson	31,122	29,609	67	75	7,259	6,930	23,796	22,604	68	85	10,866	10,391
Jessamine	1,316	1,266	5	5	302	330	1,009	931	5	5	447	487
Johnson	579	510	10	6	219	230	350	274	11	6	377	372
Kenton	5,817	5,539	5	10	1,379	1,240	4,433	4,289	5	10	2,009	1,687
Knott	346	324	8	4	136	147	202	173	8	4	219	210
Knox	694	769	6	9	272	299	416	461	6	9	437	535
Larue	325	321	3	2	96	91	226	228	3	4	158	135
Laurel	1,595	1,665	9	15	522	528	1,064	1,122	10	17	881	871
Lawrence	235	282	4	4	98	90	133	188	5	4	162	135
Lee	82	129	2	5	32	44	48	80	4	5	55	79
Leslie	195	265	8	8	114	121	73	136	10	8	180	198
Letcher	595	577	5	8	241	243	349	326	6	8	385	393
Lewis	314	332	1	4	99	120	214	208	1	4	152	196
Lincoln	348	398	12	6	146	171	190	221	12	6	240	300
Livingston	211	180	4	1	68	68	139	111	4	1	104	104
Logan	697	712	4	8	175	195	518	509	5	8	245	304
Lyon	254	262	4	2	74	78	176	182	4	2	123	119
McCracken	2,989	2,927	15	12	886	837	2,088	2,078	16	12	1,348	1,284
McCreary	275	271	6	4	109	100	160	167	9	4	207	195
McLean	218	272	3	1	55	74	160	197	5	1	103	114
Madison	2,667	2,590	17	14	696	677	1,954	1,899	18	18	1,088	1,040
Magoffin	273	297	6	3	125	137	142	157	9	4	203	236
Marion	479	480	5	5	132	146	342	329	6	5	211	229
Marshall	778	757	6	11	232	223	540	523	6	11	341	359
Martin	278	222	2	2	95	92	181	128	2	4	139	156

# ACCIDENTS BY COUNTY

## 1996 VS 1997

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997
Mason	824	820	6	3	186	176	632	641	6	3	318	266
Meade	505	484	3	2	156	153	346	329	3	2	243	237
Menifee	92	114	1	2	32	42	59	70	1	2	61	61
Mercer	649	652	2	1	214	186	433	465	2	1	333	278
Metcalfe	215	232	0	2	55	71	160	159	0	2	101	127
Monroe	163	145	6	3	63	42	94	100	6	3	91	90
Montgomery	798	726	4	10	204	189	590	527	5	11	303	295
Morgan	313	317	6	2	122	107	185	208	6	4	200	158
Muhlenberg	1,026	988	12	5	326	284	688	699	14	5	566	445
Nelson	1,080	1,081	7	15	280	303	793	763	8	15	402	470
Nicholas	133	175	1	1	38	54	94	120	3	1	53	84
Ohio	576	577	5	5	199	191	372	381	5	5	299	307
Oldham	877	892	5	5	229	239	643	648	8	5	372	358
Owen	230	268	6	1	82	90	142	177	6	1	125	133
Owsley	59	64	3	0	18	25	38	39	3	0	29	42
Pendleton	415	385	2	5	134	123	279	257	8	5	192	184
Perry	1,074	1,019	11	8	411	374	652	637	13	8	689	597
Pike	2,286	2,269	13	23	1,025	960	1,248	1,286	13	24	1,625	1,536
Powell	406	343	1	7	120	111	285	225	1	7	182	171
Pulaski	1,712	1,753	9	11	440	420	1,263	1,322	10	12	706	704
Robertson	11	17	1	0	5	12	5	5	1	0	9	14
Rockcastle	395	441	4	4	141	161	250	276	6	6	238	264
Rowan	743	813	9	1	190	231	544	581	12	1	287	377
Russell	304	338	4	2	112	99	188	237	8	2	172	147
Scott	1,309	1,392	10	11	354	393	945	988	11	11	540	583
Shelby	1,106	1,036	12	7	313	298	781	731	12	8	480	477
Simpson	469	540	3	5	122	137	344	398	3	6	172	206
Spencer	205	187	1	4	60	59	144	124	1	5	98	104
Taylor	720	796	5	2	169	200	546	594	6	2	275	310
Todd	270	269	6	2	72	91	192	176	6	2	110	131
Trigg	368	320	6	4	102	103	260	213	8	4	154	155
Trimble	212	209	2	1	61	70	149	138	2	2	97	104
Union	485	438	3	1	143	123	339	314	3	1	205	189
Warren	3,973	4,125	18	9	1,154	1,173	2,801	2,943	20	10	1,718	1,799
Washington	272	293	3	5	71	89	198	199	3	5	111	146
Wayne	434	461	6	3	124	137	304	321	8	3	205	217
Webster	394	398	0	5	135	124	259	269	0	7	202	193
Whitley	1,032	1,053	11	15	300	350	721	688	14	16	481	608
Wolfe	217	248	0	10	88	71	129	167	0	11	151	131
Woodford	767	721	7	10	204	191	556	520	10	12	288	284
<b>TOTALS</b>	<b>134,558</b>	<b>134,161</b>	<b>738</b>	<b>782</b>	<b>36,434</b>	<b>36,516</b>	<b>97,386</b>	<b>96,863</b>	<b>846</b>	<b>865</b>	<b>55,909</b>	<b>56,342</b>

# ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1996 VS 1997

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997
Adair	18	17	1	0	8	10	9	7	3	0	12	20
Allen	20	27	2	2	12	14	6	11	4	2	23	22
Anderson	35	27	1	2	21	10	13	15	1	4	31	14
Ballard	17	12	1	0	12	11	4	1	1	0	19	15
Barren	58	59	3	2	29	32	26	25	3	2	38	52
Bath	21	21	1	1	11	12	9	8	1	1	14	18
Bell	41	41	4	0	16	24	21	17	6	0	26	40
Boone	119	135	4	3	51	53	64	79	4	4	80	91
Bourbon	56	41	4	1	29	23	23	17	4	1	45	34
Boyd	50	72	0	0	32	31	18	41	0	0	53	46
Boyle	29	18	2	1	19	12	8	5	3	1	28	16
Bracken	16	10	2	1	11	4	3	5	2	1	20	5
Breathitt	20	28	0	3	11	17	9	8	0	3	16	24
Breckinridge	12	12	2	1	7	7	3	4	2	1	11	17
Bullitt	74	81	3	3	35	42	36	36	3	3	53	61
Butler	10	15	0	0	5	12	5	3	0	0	5	18
Caldwell	16	17	1	2	9	9	6	6	1	3	13	15
Calloway	37	28	0	2	17	17	20	9	0	3	19	28
Campbell	146	158	5	1	45	61	96	96	6	1	72	84
Carlisle	1	3	0	1	1	2	0	0	0	1	1	5
Carroll	22	27	0	0	12	15	10	12	0	0	15	26
Carter	34	33	2	0	19	20	13	13	2	0	32	36
Casey	13	21	1	5	8	10	4	6	1	5	12	17
Christian	115	100	1	2	55	51	59	47	1	2	87	75
Clark	68	55	2	2	30	23	36	30	2	2	46	37
Clay	24	24	4	2	12	15	8	7	4	3	18	34
Clinton	5	8	2	2	0	2	3	4	2	2	1	7
Crittenden	22	10	4	2	10	5	8	3	4	2	13	8
Cumberland	5	6	3	2	1	3	1	1	3	2	2	4
Daviess	123	133	4	5	47	51	72	77	5	5	82	76
Edmonson	12	10	0	1	10	6	2	3	0	1	11	11
Elliott	12	7	0	0	4	2	8	5	0	0	6	3
Estill	25	37	0	1	10	17	15	19	0	1	12	27
Fayette	436	520	11	4	172	229	253	287	12	4	274	360
Fleming	19	17	3	1	7	9	9	7	3	1	9	14
Floyd	80	46	4	4	49	30	27	12	4	7	75	52
Franklin	70	66	1	4	35	30	34	32	1	4	54	47
Fulton	12	11	0	0	7	8	5	3	0	0	8	14
Gallatin	14	11	0	0	11	7	3	4	0	0	23	9
Garrard	16	26	1	1	7	12	8	13	1	1	9	21

\* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

# ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1996 VS 1997

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997
Grant	28	35	0	3	12	20	16	12	0	3	21	24
Graves	41	42	5	3	17	21	19	18	5	3	29	27
Grayson	24	16	1	1	14	11	9	4	1	1	23	14
Green	13	12	2	0	7	9	4	3	2	0	11	15
Greenup	50	48	3	1	28	25	19	22	3	1	41	40
Hancock	6	10	1	4	2	4	3	2	1	7	4	7
Hardin	103	84	2	1	43	40	58	43	2	1	74	59
Harlan	38	45	3	1	25	29	10	15	3	1	41	43
Harrison	32	24	1	0	16	9	15	15	1	0	21	10
Hart	16	13	1	3	10	7	5	3	1	5	13	17
Henderson	74	70	0	4	34	36	40	30	0	4	43	52
Henry	38	29	0	2	20	13	18	14	0	3	28	18
Hickman	5	6	2	0	2	4	1	2	2	0	3	5
Hopkins	50	54	0	3	28	23	22	28	0	3	34	35
Jackson	21	17	2	3	13	10	6	4	2	3	22	16
Jefferson	1,131	1094	14	15	539	503	578	576	14	21	895	802
Jessamine	81	68	3	2	28	24	50	42	3	2	43	35
Johnson	45	34	5	1	20	20	20	13	5	1	38	31
Kenton	332	295	2	3	116	101	214	191	2	3	157	140
Knott	30	20	2	0	20	19	8	1	2	0	29	28
Knox	44	51	3	3	29	29	12	19	3	3	48	45
Larue	17	19	0	1	12	14	5	4	0	1	21	16
Laurel	66	60	3	6	32	29	31	25	3	6	58	52
Lawrence	14	20	1	2	8	10	5	8	1	2	10	11
Lee	7	8	1	1	5	3	1	4	1	1	7	8
Leslie	23	21	4	2	16	13	3	6	4	2	30	18
Letcher	31	49	2	1	15	33	14	15	2	1	27	65
Lewis	14	25	1	1	8	14	5	10	1	1	12	20
Lincoln	29	38	6	2	10	21	13	15	7	2	18	31
Livingston	24	17	3	1	11	8	10	8	3	1	14	12
Logan	36	30	0	1	20	13	16	16	0	1	23	21
Lyon	14	8	1	0	5	5	8	3	1	0	6	7
McCracken	112	110	6	1	57	54	49	55	6	1	88	82
McCreary	25	15	1	2	14	5	10	8	4	2	23	9
McLean	9	11	0	0	5	8	4	3	0	0	9	10
Madison	172	146	9	3	76	58	87	85	9	3	126	97
Magoffin	23	27	0	1	14	18	9	8	0	2	17	26
Marion	48	59	3	4	24	29	21	26	3	4	27	49
Marshall	44	30	1	2	22	15	21	13	1	2	32	21
Martin	15	16	1	0	8	9	6	7	1	0	11	17

\* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

# ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1996 VS 1997

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997	1996	1997
Mason	38	42	3	1	14	23	21	18	3	1	27	37
Meade	34	26	1	0	21	15	12	11	1	0	37	18
Menifee	5	6	1	0	2	2	2	4	1	0	4	3
Mercer	23	31	1	1	7	16	15	14	1	1	12	23
Metcalfe	8	8	0	0	7	4	1	4	0	0	9	4
Monroe	13	10	0	1	7	6	6	3	0	1	12	13
Montgomery	30	43	0	4	15	19	15	20	0	5	19	33
Morgan	18	14	3	0	9	9	6	5	3	0	18	12
Muhlenberg	34	33	2	0	18	10	14	23	2	0	37	13
Nelson	62	60	4	3	29	32	29	25	4	3	42	53
Nicholas	20	18	0	1	8	9	12	8	0	1	12	10
Ohio	28	21	2	1	16	16	10	4	2	1	25	29
Oldham	39	32	1	0	15	19	23	13	1	0	31	23
Owen	13	19	1	0	9	7	3	12	1	0	11	10
Owsley	10	7	2	0	6	6	2	1	2	0	8	12
Pendleton	20	23	0	2	12	12	8	9	0	2	15	19
Perry	60	64	5	2	38	40	17	22	5	2	76	66
Pike	126	166	3	6	77	92	46	68	3	6	117	163
Powell	18	14	1	2	13	10	4	2	1	2	20	22
Pulaski	53	56	0	4	24	25	29	27	0	5	29	52
Robertson	3	2	1	0	1	2	1	0	1	0	1	2
Rockcastle	26	21	1	3	14	8	11	10	1	4	33	11
Rowan	26	25	2	0	13	10	11	15	2	0	20	15
Russell	26	27	4	2	14	20	8	5	4	2	21	26
Scott	46	53	2	1	24	22	20	30	2	1	34	43
Shelby	52	57	4	1	27	30	21	26	4	1	43	50
Simpson	18	23	1	1	11	10	6	12	1	1	18	13
Spencer	14	9	0	0	6	5	8	4	0	0	7	6
Taylor	30	33	2	1	13	15	15	17	2	1	21	25
Todd	20	18	2	1	10	10	8	7	2	1	13	12
Trigg	16	10	2	1	11	5	3	4	2	1	15	8
Trimble	10	12	2	1	4	10	4	1	2	2	10	19
Union	34	26	1	2	15	9	18	15	1	2	27	16
Warren	173	137	5	2	94	77	74	58	5	2	137	116
Washington	15	16	2	1	7	8	6	7	2	1	11	15
Wayne	17	21	1	2	6	11	10	8	1	2	6	21
Webster	13	12	0	0	8	8	5	4	0	0	15	11
Whitley	43	43	2	4	24	26	17	13	2	4	44	48
Wolfe	16	14	0	3	12	7	4	4	0	4	20	15
Woodford	52	52	4	4	22	20	26	28	4	5	35	28
<b>TOTALS</b>	<b>6,150</b>	<b>6,070</b>	<b>242</b>	<b>206</b>	<b>2,955</b>	<b>2,949</b>	<b>2,953</b>	<b>2,915</b>	<b>256</b>	<b>234</b>	<b>4,637</b>	<b>4,653</b>

\* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

# DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in accidents, together with the number of persons or killed injured in those accidents. A total of 533 drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the accident. Of this total, 14 drivers were involved in fatal accidents and 277 drivers were involved in injury accidents.

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
ADAIR	4	0	3	0	8
ALLEN	5	0	3	0	4
ANDERSON	1	0	1	0	1
BALLARD	2	0	1	0	1
BARREN	4	0	4	0	6
BATH	0	0	0	0	0
BELL	9	0	4	0	7
BOONE	6	0	3	0	12
BOURBON	5	0	5	0	6
BOYD	11	0	7	0	13
BOYLE	2	0	2	0	3
BRACKEN	0	0	0	0	0
BREATHITT	5	0	3	0	4
BRECKENRIDGE	0	0	0	0	0
BULLITT	6	1	2	1	2
BUTLER	3	0	3	0	3
CALDWELL	2	1	0	2	0
CALLOWAY	1	0	1	0	1
CAMPBELL	9	0	2	0	4
CARLISLE	0	0	0	0	0
CARROLL	2	0	0	0	0
CARTER	4	0	3	0	5
CASEY	3	0	1	0	1
CHRISTIAN	1	0	0	0	0
CLARK	8	0	3	0	4
CLAY	8	0	4	0	4
CLINTON	1	0	1	0	1
CRITTENDEN	0	0	0	0	0
CUMBERLAND	0	0	0	0	0
DAVISS	17	1	11	1	19
EDMONSON	0	0	0	0	0
ELLIOTT	0	0	0	0	0
ESTILL	3	0	3	0	3
FAYETTE	32	0	13	0	19
FLEMING	1	0	0	0	0
FLOYD	13	0	8	0	14
FRANKLIN	6	1	2	1	5
FULTON	3	0	1	0	3
GALLATIN	0	0	0	0	0

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
GARRARD	5	1	4	1	7
GRANT	0	0	0	0	0
GRAVES	4	0	3	0	3
GRAYSON	1	0	1	0	1
GREEN	0	0	0	0	0
GREENUP	3	0	1	0	2
HANCOCK	1	0	1	0	1
HARDIN	5	0	2	0	2
HARLAN	8	0	6	0	11
HARRISON	2	0	2	0	2
HART	2	0	0	0	0
HENDERSON	5	0	4	0	7
HENRY	3	0	1	0	1
HICKMAN	1	0	1	0	1
HOPKINS	4	0	2	0	4
JACKSON	2	0	0	0	0
JEFFERSON	51	0	19	0	31
JASSAMINE	2	0	2	0	3
JOHNSON	9	2	3	2	6
KENTON	13	0	7	0	8
KNOTT	3	0	2	0	3
KNOX	15	0	8	0	15
LARUE	0	0	0	0	0
LAUREL	15	0	9	0	13
LAWRENCE	4	0	2	0	2
LEE	0	0	0	0	0
LESLIE	8	0	4	0	4
LETCHER	5	0	3	0	3
LEWIS	3	1	1	1	1
LINCOLN	3	0	1	0	1
LIVINGSTON	0	0	0	0	0
LOGAN	0	0	0	0	0
LYON	1	0	0	0	0
McCRACKEN	14	0	7	0	9
McCREARY	0	0	0	0	0
McLEAN	1	0	0	0	0
MADISON	13	1	9	1	19
MAGOFFIN	4	0	3	0	6
MARION	1	0	1	0	1

## DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
MARSHALL	3	1	2	1	5
MARTIN	3	0	0	0	0
MASON	2	0	0	0	0
MEADE	1	0	1	0	3
MENIFEE	0	0	0	0	0
MERCER	3	0	1	0	1
METCALFE	0	0	0	0	0
MONROE	0	0	0	0	0
MONTGOMERY	2	1	0	1	1
MORGAN	0	0	0	0	0
MUHLENBERG	4	0	1	0	1
NELSON	1	0	0	0	0
NICHOLAS	3	0	2	0	2
OHIO	0	0	0	0	0
OLDHAM	6	0	2	0	3
OWEN	0	0	0	0	0
OWSLEY	0	0	0	0	0
PENDLETON	0	0	0	0	0
PERRY	9	1	4	1	15
PIKE	35	1	20	1	33
POWELL	1	0	0	0	0
PULASKI	5	0	4	0	5

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
ROBERTSON	0	0	0	0	0
ROCKCASTLE	2	0	1	0	1
ROWAN	5	0	3	0	9
RUSSELL	3	0	2	0	2
SCOTT	2	0	2	0	2
SHELBY	2	0	1	0	1
SIMPSON	1	0	0	0	0
SPENCER	0	0	0	0	0
TAYLOR	7	0	4	0	9
TODD	2	0	2	0	4
TRIGG	2	0	2	0	6
TRIMBLE	0	0	0	0	0
UNION	1	0	1	0	1
WARREN	20	0	7	0	10
WASHINGTON	0	0	0	0	0
WAYNE	0	0	0	0	0
WEBSTER	2	0	2	0	3
WHITLEY	13	0	7	0	13
WOLFE	3	1	2	1	3
WOODFORD	2	0	1	0	1
<b>TOTALS</b>	<b>533</b>	<b>14</b>	<b>277</b>	<b>15</b>	<b>454</b>

## ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	5,830	48	1,713	50	2,636
Pennyrite	6,349	39	1,756	42	2,756
Green River	7,174	48	1,858	54	2,889
Barren River	8,360	54	2,480	60	3,901
Lincoln Trail	6,166	51	1,759	53	2,827
KIPDA	33,566	106	8,100	124	12,255
Northern Kentucky	13,603	48	3,314	54	4,756
Buffalo Trace	1,724	13	482	13	748
Gateway	2,278	18	671	21	1,041
FIVCO	3,994	26	1,111	28	1,721
Big Sandy	4,377	48	1,901	55	3,101
Kentucky River	3,031	50	1,214	51	1,966
Cumberland Valley	6,217	65	2,149	75	3,631
Lake Cumberland	4,897	42	1,305	45	2,141
Bluegrass	26,595	126	6,703	140	9,973
<b>STATE TOTALS</b>	<b>134,161</b>	<b>782</b>	<b>36,516</b>	<b>865</b>	<b>56,342</b>

## ALCOHOL RELATED ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL *	INJURY	KILLED *	INJURED
Purchase	242	9	132	10	197
Pennyrite	267	12	126	13	185
Green River	283	16	132	19	201
Barren River	332	13	181	15	287
Lincoln Trail	292	12	156	12	241
KIPDA	1,314	22	622	30	979
Northern Kentucky	703	12	276	13	403
Buffalo Trace	96	4	52	4	78
Gateway	109	5	52	6	81
FIVCO	180	3	88	3	136
Big Sandy	289	12	169	16	289
Kentucky River	211	12	138	13	236
Cumberland Valley	302	22	170	24	289
Lake Cumberland	216	20	110	21	196
Bluegrass	1,234	32	545	35	855
<b>STATE TOTALS</b>	<b>6,070</b>	<b>206</b>	<b>2,949</b>	<b>234</b>	<b>4,653</b>

\* Fatal accident data has been adjusted to reflect follow-up studies of drivers (FARS).

## DRUG RELATED ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	28	1	16	1	23
Pennyrite	16	1	7	2	15
Green River	27	1	19	1	31
Barren River	35	0	17	0	23
Lincoln Trail	9	0	5	0	7
KIPDA	68	1	25	1	38
Northern Kentucky	30	0	12	0	24
Buffalo Trace	6	1	1	1	1
Gateway	7	1	3	1	10
FIVCO	22	0	13	0	22
Big Sandy	64	3	34	3	59
Kentucky River	33	2	18	2	32
Cumberland Valley	72	0	39	0	64
Lake Cumberland	23	0	15	0	26
Bluegrass	93	3	53	3	79
<b>STATE TOTALS</b>	<b>533</b>	<b>14</b>	<b>277</b>	<b>15</b>	<b>454</b>

AREA DEVELOPMENT DISTRICT	COUNTIES IN DISTRICT
Purchase	Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken, Marshall
Pennyrite	Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, Todd, Trigg
Green River	Daviess, Hancock, Henderson, McLean, Ohio, Union, Webster
Barren River	Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, Warren
Lincoln Trail	Breckinridge, Grayson, Hardin, Larue, Marion, Meade, Nelson, Washington
KIPDA	Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, Trimble
Northern Kentucky	Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, Pendleton
Buffalo Trace	Bracken, Fleming, Lewis, Mason, Robertson
Gateway	Bath, Menifee, Montgomery, Morgan, Rowan
FIVCO	Boyd, Carter, Elliott, Greenup, Lawrence
Big Sandy	Floyd, Johnson, Magoffin, Martin, Pike
Kentucky River	Breathitt, Knott, Lee, Leslie, Letcher, Owsley, Perry, Wolfe
Cumberland Valley	Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle, Whitley
Lake Cumberland	Adair, Casey, Clinton, Cumberland, Green, McCreary, Pulaski, Russell, Taylor, Wayne
Bluegrass	Anderson, Bourbon, Boyle, Clark, Estill, Fayette, Franklin, Garrard, Harrison, Jessamine, Lincoln, Madison, Mercer, Nicholas, Powell, Scott, Woodford



# **FATALITY ANALYSIS REPORTING SYSTEM**



## FATALITY ANALYSIS REPORTING SYSTEM

The *Fatality Analysis Reporting System (FARS)* is a computerized file containing data on all fatal motor vehicle traffic crashes occurring each year in the fifty states, the District of Columbia, and Puerto Rico. The system is operated by the National Highway Traffic Safety Administration for the purpose of identifying safety problems, suggesting solutions, and helping to provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

FARS has a contract with a government agency in each state for the purpose of fatal accident data acquisition. In Kentucky, this contract is with the Kentucky State Police Records Section.

For reasons of timeliness in reporting and continuity among the states, FARS counts only those fatalities that occur within 30 days of the accident date. FARS does not include fatalities occurring in parking lots or on private property. FARS differs from Kentucky data in that it collects data not only from the accident reports submitted from across the state, but contacts many other sources to obtain additional data pertinent to the accident, vehicles, drivers, etc. Examples of additional sources contacted by FARS are vehicle registration files, Driver Licensing, Vital Statistics, EMS reports, labs, coroners, and medical examiners. **THE FARS DATA CANNOT BE COMPARED DIRECTLY WITH THE PREVIOUSLY LISTED STATISTICS BECAUSE OF A DIFFERENCE IN THE REPORTING CRITERIA.**

### DRIVERS INVOLVED IN FATAL ACCIDENTS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal accidents in 1997 vs. alcohol involved drivers in fatal accidents during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 7% of the total number of drinking drivers involved in fatal accidents.

NOTE: Data is derived from the Fatality Analysis Reporting System (FARS). The number of alcohol related drivers differs from those reported through the Kentucky Accident Reporting System because FARS follows up on alcohol test results.

\*Alcohol involved drivers refers to a driver suspected by the police to be drinking and who tested positive for alcohol in a subsequent test (.01 or higher).

AGE	Number of Drivers Involved	Alcohol Involved Drivers*	% Alcohol Involved
Under 16	6	1	17
16	27	2	7
17	35	2	6
18	42	2	5
19	46	7	15
20	28	4	14
21	24	6	25
22-24	82	24	29
25-34	254	65	26
35-44	245	59	24
45-54	146	18	12
55-64	90	12	13
65-74	72	4	6
Over 74	54	1	2
Unknown	5	2	40
TOTALS	1,156	209	18

# ALCOHOL INVOLVEMENT BY AGE AND TEST RESULTS FOR DRIVERS INVOLVED IN 1997 FATAL ACCIDENTS

**DURING 1997, THERE WERE 234 PERSONS KILLED IN FATAL ACCIDENTS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 27% OF ALL PERSONS KILLED IN TRAFFIC ACCIDENTS IN KENTUCKY DURING 1997.**

The chart below shows drinking drivers by age and alcohol test result. Seventy-eight (78) percent of the drinking drivers tested were found to have been legally intoxicated (0.10% or above) at the time of the accident.

AGE	NUMBER OF DRINKING DRIVERS*	TEST RESULTS			
		.01-.05	.06-.09	.10-.19	.20+
Under 16	1	1	0	0	0
16	2	1	0	1	0
17	2	0	0	1	1
18	2	0	1	1	0
19	7	2	0	4	1
20	4	1	0	1	2
21	6	0	1	4	1
22-24	24	1	4	12	7
25-34	65	6	9	19	31
35-44	59	1	7	20	31
45-54	18	1	3	7	7
55-64	12	2	3	3	4
65-74	4	0	0	0	4
75+	1	1	0	0	0
Unknown	2	0	0	1	1
<b>TOTAL</b>	<b>209</b>	<b>17</b>	<b>28</b>	<b>74</b>	<b>90</b>

\* Drinking driver refers to a driver suspected by the police to be drinking, and who tested positive for alcohol in a subsequent test.

**DURING 1997, TWELVE (12) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.23%**

Another traffic hazard is the drinking pedestrian. The chart on the right shows the number of fatally injured pedestrians by age and alcohol involvement.

FARS total number of pedestrians differs from the number reported through the Kentucky Accident Reporting System because FARS does not include pedestrians killed in parking lots.

## FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	3	0	0
6-10	10	0	0
11-15	2	0	0
16-20	5	1	0.23
21-25	4	1	0.23
26-30	2	0	0
31-40	4	1	0.23
41-50	7	1	0.25
51-60	7	1	0.13
61-70	6	0	0
71-80	5	0	0
81+	8	0	0
UNKNOWN	1	1	0.31
<b>TOTAL</b>	<b>64</b>	<b>6</b>	<b>0.23</b>

# SAFETY RESTRAINTS AND EJECTION IN FATAL ACCIDENTS

The chart below plots overall results in fatal accidents when restraints (safety belts, motorcycle helmets, harnesses, child restraints, etc.) are used. A comparison of "used" versus "not used" for 1997 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. SIXTY-EIGHT (68) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 1997 WERE NOT RESTRAINED. FORTY-SEVEN (47) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. FIFTY (50) PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

Result	Motorcycle Helmet Used	Restraint Used	Restraint Not Used	Unknown If Used	TOTAL
Fatal Injury	13	213	531	26	783
Incapacitating Injury	1	199	188	16	404
Non-Incapacitating Injury	2	133	142	7	284
Possible Injury	0	90	48	1	139
No Injury	1	231	81	9	322
Unknown If Injured	0	0	0	4	4
Injured, Severity Unknown	0	0	0	0	0
<b>TOTAL</b>	<b>17</b>	<b>866</b>	<b>990</b>	<b>63</b>	<b>1936</b>

Of the 1,936 vehicle occupants involved in fatal accidents in 1997, only 866 were using safety restraints - an overall usage rate of 45% in fatal accidents.

## EJECTION

Result	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	139	52	592	0	783
Incapacitating Injury	36	10	358	0	404
Non-Incapacitating Injury	22	2	260	0	284
Possible Injury	5	0	134	0	139
No Injury	1	0	321	0	322
Unknown If Injured	0	0	4	0	4
Injured, Severity Unknown	0	0	0	0	0
<b>TOTAL</b>	<b>203</b>	<b>64</b>	<b>1,669</b>	<b>0</b>	<b>1,936</b>

The above chart shows overall injuries in fatal accidents according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected. SEVENTY-TWO (72) PERCENT OF THOSE VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

# CHILD RESTRAINTS IN FATAL ACCIDENTS

Kentucky's "child restraint law" (KRS 189.125) became effective July 15, 1982, and requires that any parent or legal guardian of a child "forty inches in height or less, when transporting the child in a motor vehicle owned by that person or guardian operated on the roadways, streets and highways of this state, shall have such child properly secured in a child restraint system of a type meeting federal motor vehicle safety standards."

In order to qualify, the child restraint system must be certified as having been federally approved. (Federal approval of a child restraint system is based on its having withstood dynamic crash tests -- 30 mph crash into a fixed barrier.)

The data on child restraints depicted in the chart below reflects age (four years and under) rather than the height of the child. Other states with child restraint laws have adopted the "four years and under" standard in their statutes.

RESULT	Age 4 & Under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown
Killed	16	5	1	10	0
Injured (Incapacitating)	20	5	6	6	3
Injured (Non-Incapacitating)	15	6	5	4	0
Injured (Possible)	8	6	1	1	0
Not Injured	14	9	2	3	0
<b>TOTAL</b>	<b>73</b>	<b>31</b>	<b>15</b>	<b>24</b>	<b>3</b>

Of the 73 child occupants (four years and under) involved in 1997 fatal accidents, only 31 children were secured in a child restraint. Of the 16 children killed, 10 had no restraint and only 5 were using child safety seats. This information confirms what other studies have suggested regarding the effectiveness of child restraints. An infant or small child's survival can depend on whether the child was properly secured.



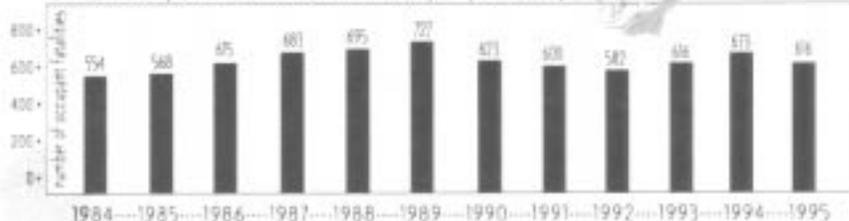
# traffic safety outlook

## child passenger safety

### What is the Problem?

- Each year about 600 to 700 children, birth to 5 years of age, are killed and about 80,000 are injured as passengers in motor vehicle crashes.

Child Occupant Fatalities birth through 4 years of age



- The number of annual child passenger fatalities has fluctuated considerably over the past decade. Studies of factors that might contribute to these annual variations suggest that the overriding factor is travel exposure -- changes in the amount of time that children spend each year in motor vehicles. It appears that during the late 1980s, when child safety seat use increased rapidly, the positive effect of child safety seat use was overwhelmed by an increase in child travel exposure.
- In 1995, about 56 percent of those children who were killed were completely unrestrained at the time of the crash.
- Child safety seats could have saved most of those children who died unrestrained -- about 200 children could have been saved in 1995.
- As many as three-quarters of child safety seats are misused -- reducing their effectiveness in a crash. Frequent mistakes include failure to use a locking clip and/or chest clip where needed and improper use of the child seat harness straps.
- Not all child safety seats fit all cars. Compatibility problems can make it difficult or impossible to correctly install a child seat in some vehicles. Common compatibility problems include vehicle safety belts that cannot be made to tightly lock a child seat in place, and vehicle seat belt attachment points that are positioned so that the seat belt cannot hold the child seat securely.
- Passenger-side air bags are effective at saving adult lives, but present a deadly compatibility problem for children. Infants less than 1 year of age must never ride in the front seat in a rear-facing safety seat in a vehicle with a passenger air bag. In a crash, the deploying bag could strike the rear-facing infant seat very hard, seriously injuring or killing the infant. Older children who are improperly restrained are also at high risk. All children are safer in the back seat. Infants must ride in the rear seat, facing the rear of the car.

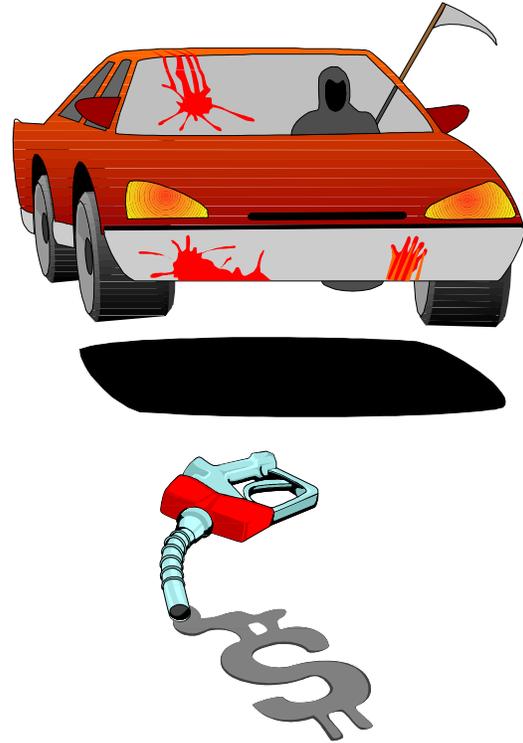
### Who is Affected?

- The 1994 National Highway Traffic Safety Administration (NHTSA) National Occupant Protection Use Survey found that about 88 percent of infants (less than 1 year of age) observed in traffic were seated in child safety seats. Use among toddlers (1 through 4 years) was considerably lower, at about 61 percent.

# \$3.4 - \$5.1 BILLION

## THE COST of KENTUCKY TRAFFIC ACCIDENTS

### 1997



The calculable costs (economic costs) of motor vehicle accidents include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive costs include not only the economic cost components but also a measure of the value of lost quality of life associated with deaths and injuries. Estimated costs provided by the National Safety Council, considering both economic and comprehensive costs, were used to arrive at a cost range for traffic accidents in Kentucky during 1997.

The **economic cost** (\$3.4 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
<b>Fatalities</b> @ \$980,000	X	865	=	\$847,700,000
<b>Non Fatal Injuries</b> @ \$34,100	X	56,342	=	\$1,921,262,200
<b>Property Damage</b> @ \$6,400	X	96,863	=	\$619,923,200
<b>TOTAL, ECONOMIC COST ESTIMATE:</b>				<b>\$3,388,885,400</b>

The **comprehensive cost** (\$5.1 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
<b>Fatalities</b> @ \$2,899,000	X	865	=	\$2,499,850,000
<b>Incapacitating Injuries</b> @ \$143,000	X	8,645	=	\$1,236,235,000
<b>Non-Incapacitating Injuries</b> @ \$36,900	X	20,558	=	\$758,590,200
<b>Possible Injuries</b> @ \$17,600	X	22,139	=	\$477,646,400
<b>Property Damage</b> @ \$1,700	X	96,863	=	\$164,667,100
<b>TOTAL COMPREHENSIVE COST ESTIMATE:</b>				<b>\$5,136,988,700</b>

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